

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - February 1, 2006 - 3:30 P.M.
State Administrative Board Meeting - February 7, 2006 - 11:00 A.M.

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MINERAL LEASES

1. ONE DIRECT NONMETALLIC SAND AND GRAVEL MINERAL LEASE - DEVELOPMENT: Kalkaska County Road Commission, Kalkaska, Michigan, 120.00 acres more or less, of Department of Natural Resources, minerals located in Section 14, T27N, R08W, Kalkaska Township, Kalkaska County.

Terms: Seven years with a possible 3-year extension. Royalty rates are \$0.228 per ton for sand and \$0.471 per ton for gravel.

2. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Aurora Energy, Ltd., Traverse City, Michigan, 30.00 acres, more or less, of Department of Natural Resources, State-owned minerals located in Section 36, T33N, R04W, Chandler Township, Charlevoix County.

Terms: One-year term, no extensions, 3/16 royalty, \$2,160.00 bonus consideration (\$72.00 per acre), and \$60.00 rental (\$2.00 per acre).

3. ONE DIRECT NONMETALLIC (SALT) MINERAL LEASE - NONDEVELOPMENT: Detroit Salt Company, LLC, Detroit, Michigan, nonmetallic mineral (Salt) lease rights to 21.28 acres, more or less, of Department of Transportation and Department of Natural Resources, State-owned minerals, located in Private Claim 340, T02S, R11E, City of Detroit, Wayne County.

Terms: Ten-year primary term with possible extension. Rental of \$3.00 per acre for the first five years, minimum royalty of \$10.00 per acre the sixth year (increasing \$5.00 per acre each year to a maximum of \$30.00 per acre), royalty rate of 3.24 percent of the sale value and bonus consideration of \$213.00 (\$10.00 per acre).

Item one and two were approved by the acting Chief of Forest, Mineral and Fire Management on January 11, 2006. Item three was approved by the Chief of Forest, Mineral and Fire Management on December 8, 2005. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 1, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: February 7, 2006 – Museum Education Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

SUBCONTRACTS

1.	Rieth-Riley Construction Co.	Low Bid	\$ 129,690.58
	867 Egypt Valley NE	Eng. Estimate:	\$ 129,695.59
	Ada, MI 49301	% Under/Over Est.	+. 00004

Description of Work: HMA Overlay/Aggregate Shoulders

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for hot mix asphalt (HMA) surfacing and aggregate shoulder work for the M-66 detour route, Haynor Road from M-21 to Dildine Road in Ionia County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 64% Federal Highway Administration Funds and 36% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the placement of HMA surfacing, aggregate shoulder work, and related items on the M-66 detour route, Haynor Road, from M-21 to Dildine Road in Ionia County.

Benefit: Will provide for a safer detour route on Haynor Road.

Funding Source: 64% Federal Highway Administration Funds and 36% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: A detour route is needed for the M-66 construction. Repair is needed on this detour section to make the roadway safer.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49301.

CONTRACTS

2. HIGHWAYS (Real Estate) - Resolution "A" (Sealed Bid Sale)
Tract 937, Control Section 41064, JN 33332B, Parcel 97AP, Part A

Attached is a resolution for sale of excess property that sold at a sealed bid sale. The properties are located in Kent County. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file have been established. The properties were advertised and offered at a sealed bid sale on December 22, 2005, at the MDOT Grand Region Office, Grand Rapids, Michigan. Total revenue from the sealed bid sale is \$140,106. The minimum acceptable bid prices, together with the names of the prospective bidders and proposed selling prices, are set forth in the resolution. The tracts were offered to the local municipality prior to being offered to the public. These parcels were determined to be excess by the Bureau of Highway – Development.

\$140,106

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

3. HIGHWAYS (Real Estate) – Resolution "B" (Transfer to Governmental Agency for Transportation Use)
Tract 938, Control Section 62012, Parcel 300, Part A

The subject tract is located in the township of Monroe, Newaygo County, Michigan, and contains approximately 8,098 square feet. The Newaygo County Road Commission indicated that this property was needed for site distance for a clear vision area. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The Newaygo County Road Commission submitted an Application to Purchase and Agreement of Sale. The tract was approved for transfer sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on December 5, 2005. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49349.

4. HIGHWAYS (Real Estate) – Resolution “C” (Transfer to Governmental Agency for Transportation Use)

Tract 827, Control Section 82071, Parcel 27, Part A, Parcel 28C, Part A, Parcel C-29, Part A, Parcel 30, Part A, Parcel 85, Part A

The subject tract is located in the city of Southgate, Wayne County, Michigan, and contains approximately 6,562 square feet. Wayne County indicated that this property was needed for right-of-way for an existing county road. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. Wayne County has submitted an Application to Purchase and Agreement of Sale. The tract was approved for transfer sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on November 17, 2005. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48195.

5. HIGHWAYS (Real Estate) – Resolution “D” (Release of Limited Access)
Tract 902, Control Section 41033, Parcel C-3, Part A

The subject tract is located in the township of Sparta, Kent County, Michigan, and contains approximately 60 lineal feet. Sparta Chevrolet recently developed a Chevrolet dealership on property adjacent to the subject tract. During site plan review, the Kent County Road Commission requested that Sparta Chevrolet relocate its southern driveway to align with an existing driveway that services a mobile home park across the street from its proposed dealership. Alignment of these two drives will address traffic safety concerns in this area. Relocation of this drive requires a release of limited access right-of-way by MDOT. An appraisal was not completed because the release of limited access is being processed at the request of the Kent County Road Commission. Sparta Chevrolet has agreed to pay a \$500 processing fee to complete the transaction. Sparta Chevrolet has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$500, which represents payment in full. The release of limited access was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 1, 2006, for a \$500 processing fee. The tract was not offered to the local municipalities prior to being offered to the public because it is a release of limited access. The property has been declared excess by the Bureau of Highways – Development.

\$500

Purpose/Business Case: The purpose of a release in limited access is to allow adjacent property owners access to a MDOT road. The release of limited access returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: The release in limited access is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If limited access is not released, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49345.

6. HIGHWAYS (Real Estate) – Resolution “E” (Excess Property Easement)
Tract 975, Control Section 39022, Parcel 751, Part A

The subject tract is located in the city of Portage, Kalamazoo County, Michigan, and contains approximately 9,991.25 square feet. MDOT acquired property from Unifab Corporation and Nicter, Inc., through condemnation for a retention pond as part of the I-94 project in the city of Portage. By acquiring this property, MDOT landlocked the adjacent property's owners access to an existing billboard. As part of the condemnation settlement, MDOT has agreed to grant the adjacent property owner an easement for purposes of ingress and egress to their property to access the billboard at no cost to avoid acquiring the adjacent property and a billboard. The transaction was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 6, 2006. The property was not offered to the local municipalities because it is part of a condemnation settlement. The property has been declared excess by the Bureau of Highways – Development.

\$0

* Denotes a non-standard contract/amendment

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state needed real estate interests, returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49081.

7. HIGHWAYS (Real Estate) – Resolution “F” (Railroad Easement)
Sale RR-017-E, Item 1, Control Section 793577, Parcel 3A

The subject tract is located in the city of Vassar, Tuscola County, Michigan and contains approximately 2,054 square feet. The easement was requested by the Tuscola County Drain Commission for the construction and maintenance of an earth berm to prevent flooding. The \$600 processing fee has been received by MDOT. The easement was approved by the Multi-Modal Transportation Services Bureau.

\$600

Purpose/Business Case: The purpose of granting an easement on railroad property is to allow state agencies, local units of governments or private parties the use of our property while we maintain the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

Benefit: MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments or other property concerns.

Funding Source: N/A – revenue generating.

Commitment Level: Easements are processed for a fee established by a MDOT process team. The fees for state agencies and local units are government may be waived if used for a transportation purpose.

Risk Assessment: Easements are utilized when MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48723.

8. HIGHWAYS (Real Estate) – Resolution “G” (Excess Property Easement)
Tract 859, Control Section 58091, Parcel 49, Part A

The subject tract is located in the township of Erie, Monroe County, Michigan, and contains approximately 1.0 acres. Consumers Energy Company has requested the easement for a proposed electric transmission line. An appraisal was completed by Tom Urynowicz, University Region Property Analyst, on April 5, 2005, at \$1,000. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on June 14, 2005, for the amount of \$1,000. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$1,000

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of governments or private parties the use of our property while we maintain the integrity of our infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

Funding Source: N/A – revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: Easements are utilized when MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48133.

9. HIGHWAYS (Real Estate) – Resolution “H” (Excess Property Easement)
Tract 1012, Control Section 03112R, Parcel 6, Part B

The subject tract is located in the township of Watson, Allegan County, Michigan, and contains approximately 1,232 square feet. MDOT is acquiring property from GJM Properties, LLC, for the construction of a car pool lot along M-222 in Watson Township, Allegan County. During negotiations, the owner expressed an interest in acquiring MDOT excess property adjacent to his property. There are three utilities located on the excess property MDOT is selling to GJM Properties, LLC. MDOT is required to grant an easement to the utilities based on Act 12 of 1925, which states that MDOT must protect a utility’s rights when selling property. The easement is being transferred to Aquila, Inc., at no charge. The transaction was approved by Mark Barrone, Southwest Region Real Estate Agent, on December 15, 2005. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of governments or private parties the use of our property while we maintain the integrity of our infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

Funding Source: N/A – revenue generating.

* Denotes a non-standard contract/amendment

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: Easements are utilized when MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49010.

10. HIGHWAYS (Real Estate) – Resolution “I” (Excess Property Easement)
Tract 1013, Control Section 03112R, Parcel 6, Part C

The subject tract is located in the township of Watson, Allegan County, Michigan, and contains approximately 5,730 square feet. MDOT is acquiring property from GJM Properties, LLC, for the construction of a car pool lot along M-222 in Watson Township, Allegan County. During negotiations, the owner expressed an interest in acquiring MDOT excess property adjacent to his property. There are three utilities located on the excess property MDOT is selling to GJM Properties, LLC. MDOT is required to grant an easement to the utilities based on Act 12 of 1925, which states that MDOT must protect a utility’s rights when selling property. The easement is being transferred to SBC Michigan at no charge. The transaction was approved by Mark Barrone, Southwest Region Real Estate Agent, on December 15, 2005. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of governments or private parties the use of our property while we maintain the integrity of our infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

Funding Source: N/A – revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: Easements are utilized when MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49010.

11. HIGHWAYS (Real Estate) – Resolution “J” (Excess Property Easement)
Tract 1014, Control Section 03112R, Parcel 6, Part D

The subject tract is located in the township of Watson, Allegan County, Michigan, and contains approximately 2,485 square feet. MDOT is acquiring property from GJM Properties, LLC, for the construction of a car pool lot along M-222 in Watson Township, Allegan County. During negotiations, the owner expressed an interest in acquiring MDOT excess property adjacent to his property. There are three utilities located on the excess property MDOT is selling to GJM Properties, LLC. MDOT is required to grant an easement to the utilities based on Act 12 of 1925, which states that MDOT must protect a utility’s rights when selling property. The easement is being transferred to Charter Communications Holding Company at no charge. The transaction was approved by Mark Barrone, Southwest Region Real Estate Agent, on December 15, 2005. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of governments or private parties the use of our property while we maintain the integrity of our infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

Funding Source: N/A – revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: Easements are utilized when MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49010.

12. HIGHWAYS (Real Estate) – Resolution “K” (Over the Counter Sale)
Tract 621, Control Section 50022, Parcel 1455, Part A, Parcel C-1456, Part A

The subject tract is located in the township of Clinton, Macomb County, Michigan, and contains approximately 2.8 acres. The tract was offered for sale at public auction on April 26, 2005, and did not sell. It was approved to be available for sale over-the-counter on May 2, 2005. An appraisal was completed by Mike Odette, Metro Region Property Analyst, on June 28, 2004, for \$300,000. The appraisal was reviewed by Paul Sander, Metro Region Appraisal Manager, on June 28, 2004, at the amount of \$300,000. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area on July 13, 2004, at \$300,000. Mike Mattera has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$60,000, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$300,000

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state needed real estate interests, returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48038.

13. HIGHWAYS (Real Estate) – Resolution “L” (Railroad Sale)
Sale RR-018-F, Item 1, Control Section 303196, Parcel 10A

The subject tract is located in the township of Fayette, Hillsdale County, Michigan, and contains approximately 4,767 square feet. An appraisal was completed by Ronald Adams, Property Analyst, Excess Property Unit, on September 7, 2005, at \$3,000. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on September 8, 2005, for the amount of \$3,000. The parking and outdoor seating areas of the abutting owner, Jonesville Dairy Treat, Inc., encroach on MDOT railroad right-of-way. Jonesville Dairy Treat, Inc., has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$600, which represents a 20 percent bid deposit. The property was not offered to the local municipalities because of an encroachment. The property was determined to be excess by the Bureau of Multi-Modal Transportation Services.

\$3,000

Purpose/Business Case: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property for others state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49250.

14. HIGHWAYS (Real Estate) – Resolution “M” (Railroad Easement)
Sale RR-019-E, Item 1, Control Section 4711J9, Parcel 270F

The subject tract is located in the township of Hamburg, Livingston County, Michigan, and contains approximately 12,590 square feet. The easement was requested by Hamburg Township for a non-motorized trail. An appraisal was completed by Walt Frisbie, an independent fee appraiser, on July 23, 2005, at \$1,500. The appraisal was reviewed by Ronald Adams, Property Analyst, Excess Property Unit, on December 14, 2005, at the amount of \$1,500. The property was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on September 8, 2005, for the amount of \$1,500. The property was not offered to the local municipalities because it is an easement. The easement was approved by the Multi-Modal Transportation Services Bureau.

\$1,500

Purpose/Business Case: The purpose of granting an easement on railroad property is to allow state agencies, local units of governments or private parties the use of our property while we maintain the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

Benefit: MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments or other property concerns.

Funding Source: N/A – revenue generating.

Commitment Level: Easements are processed for a fee established by a MDOT process team. The fees for state agencies and local units are government may be waived if used for a transportation purpose.

Risk Assessment: Easements are utilized when MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48139.

15. MULTI-MODAL (Aeronautics) – Resolution “A” (Direct Sale to Local Municipality)

The subject property is located in Duncan Township, Houghton County, Michigan, and contains approximately 34.6 acres. The appraisal was completed by Doug Bixby, Real Estate Division appraiser, and reviewed and approved by Doug Fishell, Real Estate Division project supervisor, on August 3, 2004, at a market value of \$17,300. MDOT has owned the airport since 1991, but it was closed in 2003 due to unsafe conditions. MDOT does not wish to maintain or reopen the airport due to infrequent use. Covington Township, adjacent to Duncan Township, has obtained funding and would like to own and operate the airport for public use and to promote tourism in the area. Covington Township is committed to making the airport safe prior to reopening the airport and has presented an offer to purchase the property for the appraised value of \$17,300. A deposit of \$1,730 has been placed with the State of Michigan. The parcel was determined to be excess by the Multi-Modal Transportation Services Bureau, Airports Division.

\$17,300

Purpose/Business Case: The purpose of excess property sales to local municipalities is to provide unused state properties to local units of government for a continued public use. An unsafe situation exists due to natural growth obstructions to the runway approaches and MDOT does not wish to maintain or reopen the airport due to infrequent

use. Covington Township is willing to remedy the unsafe conditions and reopen the airport to promote local tourism by funding the necessary improvements to comply with state licensing criteria.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting continued public use on a local level.

Funding Source: N/A – revenue generating.

Commitment Level: Excess property used for a public purpose is sold directly to local units of government to benefit to local community.

Risk Assessment: If the excess property is not used for a transportation purpose, we would not be supporting the development of transportation in the State of Michigan.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49967.

16. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan

Contract (2006-0089) between MDOT and the City of Fennville is a state infrastructure bank (SIB) loan to assist the City of Fennville in financing transportation infrastructure improvements through the Fennville Street Project. The loan will allow the City of Fennville to reconstruct Fennville Street from South Street to South 58th Street to provide a safer road and promote pedestrian access to the downtown businesses. MDOT will loan \$438,000 at three percent interest to the City of Fennville. The contract will be in effect from the date of award through January 1, 2016. Source of Funds: SIB Loan Funds - \$438,000.

Purpose/Business Case: To provide a state infrastructure bank loan to the City of Fennville for the reconstruction of Fennville Street from South Street to South 58th Street.

Benefit: Will provide a safer road and promote pedestrian access to the downtown businesses.

Funding Source: State Infrastructure Bank Loan Funds - \$438,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the city does not receive the loan, it will not be able to reconstruct this route for seven to ten years and the cost of maintaining this route will be significant.

Cost Reduction: Loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: Reconstruction of an existing road.

Zip Code: 49408.

17. *HIGHWAYS - Revise Scope, Increase Amount

Amendatory Contract (2000-0060/A8) between MDOT and HNTB Michigan, Inc., will provide for the revision of services for the design of pavement, drainage plans, bridges, approaches, and sewers and for the rerouting of traffic due to the closure of I-75 to through traffic during construction and will increase the contract amount by \$3,720,992.13. The Detroit International Bridge Company has requested this redesign and will be reimbursing the State of Michigan for the necessary changes. The Department has also requested additional services required to complete the design of this project because of coordination and geometric changes created by the continuing development of concepts for automobiles and trucks entering and exiting the United States by the Ambassador Bridge. These additional services were not anticipated at the start of the project. This amendment will assist in addressing long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The original contract provides for the design of I-75 and I-96 from West Grand Boulevard to the Conrail Overpass (Ambassador Bridge/Gateway Project) in Wayne County. The contract term remains unchanged, April 12, 2000, through December 31, 2006. The revised contract amount will be \$21,474,576.10. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This amendment will provide for the revision of services for the design of pavement, drainage plans, bridges, approaches, and sewers and for the rerouting of traffic due to the closure of I-75 to through traffic during construction and will increase the contract amount by \$3,720,992.13. The Detroit International Bridge Company has requested this redesign and will be reimbursing the State of Michigan for the necessary changes. The Department has also requested additional services required to complete the design of this project because of coordination and geometric changes created by the continuing development of concepts for automobiles and trucks entering and exiting the United States by the Ambassador Bridge. These additional services were not anticipated at the start of the project. This amendment will assist in addressing long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The original contract provides for the design of I-75 and I-96 from West Grand Boulevard to the Conrail Overpass (Ambassador Bridge/Gateway Project) in Wayne County.

Benefit: The Ambassador Bridge/Gateway Project will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The project includes reconstruction of the I-75/I-96 mainline from south of Grand Boulevard to the existing Conrail bridge. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to Michigan's and the entire nation's economies. Minimizing border crossing times and maximizing the predictability of these times is very important to industries on both sides of the border that rely on just in time deliveries. The proposed project will reduce cross-border travel times and increase their predictability. The value of the project and freeway connection to and from the Ambassador Bridge to local, state, and international trade is reflected in the three objectives that construction of the project will meet: 1) improvement of direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96; 2) accommodation of a potential future second span of the bridge; and 3) accommodation of access to a proposed welcome center at the U.S. entrance to the bridge, to be developed as a separate project.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the design work does not continue, construction can not occur, and the proposed Gateway Project that includes a direct connection between the Ambassador Bridge and I-75 and I-96 cannot be completed, so that one of the original project objectives would not be met. Also, there will be adverse impact on and potential indefinite delay of Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration (\$25 million project) and by the Detroit International Bridge Company (approximately \$30 million project).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is a rehabilitation project.

Zip Code: 48209.

18. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z31/R1) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. A later than anticipated construction schedule requires that the plans for this project be completed later, as well. The original authorization provides for design services to be performed for US-31 from Winston Road to M-20 in Oceana County. The revised authorization term will be September 19, 2003, through March 18, 2007. The authorization amount remains unchanged at \$267,752.01. The contract term is March 18, 2003, through March 18, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. A later than anticipated construction schedule requires that the plans for this project be completed later, as well.

Benefit: This extension will allow the consultant to complete the services.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not authorizing this time extension is that the consultant will not be able to complete the services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49318.

19. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0206/A1) between MDOT and Northwest Consultants, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorizations, including authorization (Z15), for which extra time is needed for the consultant to provide additional design and survey work necessary for the right-of-way (ROW) to shift the alignment of the project in accordance with the revised concept. The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 2, 2003, through April 2, 2007. The maximum dollar amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the IDS contract term by one year to provide sufficient time for the consultant to complete projects under authorizations. No new authorizations will be issued under this contract.

Benefit: Will allow ongoing work to be performed for the additional design and survey work necessary for the ROW to shift the alignment of the project in accordance with the revised concept under authorization (Z15) to be completed.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete work under authorization (Z15).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

20. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z2) under Contract (2004-0100) between MDOT and Lichtenstein Consulting Engineers, Inc., will provide for the detailed inspection of the Houghton/Hancock Lift Bridge on US-41/M-26 over Potage Lake, Houghton County (CS 31012 - JN 836080). The authorization will be in effect from the date of award through February 19, 2007. The authorization amount will be \$124,903.33. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the detailed inspection of the Houghton/Hancock Lift Bridge on US-41/M-26 over Potage Lake, Houghton County.

Benefit: Will provide an assessment of the overall condition of the mechanical/electrical components of the bridge.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: Not completing periodic in-depth inspections of the movable bridge would put the mechanical/electrical systems of the structure at risk of failure.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49931.

21. HIGHWAYS - IDS Engineering Consultant Services

Authorization Revision (Z8/R2) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for additional design services for a deck replacement and will increase the contract amount by \$23,776.16. The additional work will include a structure survey. The original authorization provides for design services for deck replacement to be performed on Parkview Avenue over US-131 in Kalamazoo County (CS 39014 - JN 81325D). The authorization term remains unchanged, June 21, 2005, through June 7, 2007. The revised authorization amount will be \$468,466.81. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services, including a structure survey, to be performed for rapid deck replacement on Parkview Avenue over US-131.

Benefit: The additional structure survey will allow for an additional 400 feet of road to create a single mapping and digital terrain model (DTM).

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the single mapping and DTM cannot be created.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revisions; qualifications-based for the original authorization.

New Project Identification: This is not a new project.

Zip Code: 49001.

22. *HIGHWAYS - Ambassador Bridge Gateway Project Agreement

Amendatory Agreement (2004-0213/A1) between MDOT and the Detroit International Bridge Company (DIBC) will provide for the acquisition of the necessary property interests in order to continue with the implementation of the remaining portions of the approved plan and project and proceed without further delay to facilitate advertising and the beginning of the construction in 2006 of the Gateway Project. The original agreement sets forth the rights and obligations of the parties in agreeing to the design, construction, maintenance, and operation of certain improvements to access between Highways I-75 and I-96 and the Ambassador Bridge connecting Detroit, Michigan to Windsor, Ontario, Canada, across the Detroit River (Bridge) and related matters. The agreement term remains unchanged, from April 23, 2004, until all obligations between the parties have been fulfilled. The agreement is a zero dollar agreement.

Purpose/Business Case: This amendatory agreement between MDOT and DIBC is needed for the implementation of the proposed Gateway Project.

Benefit: This amendment will provide for the acquisition of the necessary property interests in order to continue with the implementation of the remaining portions of the approved plan and project and proceed without further delay to facilitate advertising and the beginning of the construction in 2006 of the Gateway Project. The Ambassador Bridge/Gateway Project will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and the freeways I-75 and I-96. The project includes reconstruction

* Denotes a non-standard contract/amendment

of the I-75/I-96 mainline from south of Grand Boulevard to the existing Conrail bridge. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to Michigan's and the entire nation's economy. Minimizing border crossing times and maximizing the predictability of these times is very important to industries on both sides of the border that rely on just-in-time deliveries. The proposed project will reduce cross-border travel times and increase their predictability. The value of the project and freeway connection to and from the Ambassador Bridge to local, state, and international trade is reflected in the three objectives that construction of the project will meet: 1) to improve direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96; 2) to accommodate a potential future second span of the Bridge; and 3) to accommodate access to a proposed welcome center at the U.S. entrance to the Bridge to be developed as a separate project.

Funding Source: The agreement is a zero dollar agreement.

Commitment Level: This contract is to establish the working relationship and our commitment to the DIBC.

Risk Assessment: If this agreement between MDOT and DIBC is not executed, the proposed Gateway Project that includes a direct connection between the Ambassador Bridge and I-75/I-96 will not be completed.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48296.

23. HIGHWAYS - IDS Design Consultant Services

Authorization (Z14) under Contract (2004-0571) between MDOT and Alfred Benesch & Company, will provide for design services to be performed for the Michigan Avenue bridge over US-131, Kent County (CS 41014 - JN 85037C). The services will include complete replacement of structure with widening and lengthening, concrete reconstruction of approximately 600 feet of Michigan Street, and associated roadway and approach work. The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$297,385.62. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the Michigan Avenue bridge over US-131, Kent County. The services will include complete replacement of structure with widening and lengthening, concrete reconstruction of approximately 600 feet of Michigan Street, and associated roadway and approach work.

Benefit: Will provide a longer service life with fewer needed repairs and interruptions to traffic.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the proposed project, safety cannot be improved and the service life of the roadway cannot be extended; the roadway will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49503.

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2004-0571) between MDOT and Alfred Benesch & Company will provide for design services to be performed for the College Avenue structure over I-196 in Kent County (CS 41027 - JN 85289C). The services will include the design for the complete replacement of the structure with widening for additional lanes and associated approach work. The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$337,517.17. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the College Avenue structure over I-196 in Kent County (CS 41027 – JN 85289C). The services will include the design for the complete replacement of the structure with widening for additional lanes and associated approach work.

Benefit: Will provide a longer service life with fewer needed repairs and interruptions to traffic.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the proposed project, safety cannot be improved and the service life of the roadway cannot be extended; the roadway will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49503.

25. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z16) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for construction inspection and testing services to be performed on the I-94/Lovers Lane bridge in the city of Portage, Kalamazoo County (CS 39022 - JN 76448A). The work items include project administration, inspection, quality assurance testing and preparation, and documentation of project records. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$450,209.12. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction inspection and testing services to be performed on the I-94/Lovers Lane bridge in the city of Portage, Kalamazoo County.

Benefit: Will provide for construction engineering services to be performed that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

26. HIGHWAYS - IDS Engineering Consultant Services

Authorization (Z32) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of design services for two bridge replacements, M-19 over a branch of the Cass River and M-46 over the south branch of the Cass River, in Sanilac County (CSs 74032, 74061 - JN 83570D). The work items include structure surveys, hydraulics surveys, traffic control plans, scour analysis, pavement marking plans, and bridge design. The authorization will be in effect from date of award through April 5, 2008. The authorization amount will be \$283,940.14. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide design services for the replacement of two deteriorating structures on the primary east/west-bound and north/south-bound state trunklines in the area.

Benefit: Will provide for improved infrastructure quality and improved safety.

* Denotes a non-standard contract/amendment

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in safety problems due to the deterioration of the bridges.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48413.

27. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2005-0376) between MDOT and Northwest Consultants, Inc., will provide for project scoping work on the I-94 business loop (BL) from Glenlord Road to the St. Joseph River in the city of St. Joseph, the village of Shoreham, and Lincoln Township, Berrien County (CS 11012 - JN 84260). The work items include site reviews, analysis of findings, and report preparation. The authorization will be in effect from the date of award through August 3, 2008. The authorization amount will be \$169,577.64. The contract term is August 3, 2005, through August 3, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for project scoping work on I-94BL from Glenlord Road to the St. Joseph River in the city of St. Joseph, the village of Shoreham, and Lincoln Township, Berrien County.

Benefit: Authorizing this service will enable MDOT to identify and estimate all work needed in this corridor to accurately improve the pavement ride, condition, and safety of the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this service could result in continued deterioration of existing pavement. Also, not performing this project could jeopardize the strategy to improve the existing system and meet statewide condition goals.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49085.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5435) between MDOT and the Village of Ubly will provide for cost participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Landscaping work along Highway M-19 from the intersection of Morrison and Munford Roads northerly approximately one half mile to the south village limits of Ubly, including the planting of trees, shrubs, bulbs, and perennials.

Estimated Funds:

Federal Highway Administration Funds	\$ 36,540
State Restricted Trunkline Funds	\$ 11,600
Village of Ubly Funds	<u>\$ 9,860</u>
Total Funds	<u>\$ 58,000</u>

STE 32051 – 81616; Huron County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Enhancement of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds, State Restricted Trunkline Funds, and Village of Ubly Funds.

Commitment Level: 63% FHWA funds, 20% MDOT funds, 17% Village of Ubly funds capped at \$10,000.

Risk Assessment: Contract required in order for City to receive these federal funds and to enable the State to pay for its share.

New Project Identification: New enhancement of existing transportation system.

Cost Reduction: Low bid by Village of Ubly.

Selection: Low bid.

Zip Code: 48475.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5471) between MDOT and the City of Battle Creek will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Realignment and left-turn lane construction work at the intersection of South Airport Road and Columbia Avenue, including traffic signal installation work.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$197,800, which is met in part by the \$68,800 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$791,200
City of Battle Creek Funds	<u>\$ 68,800</u>
Total Funds	<u>\$860,000</u>

EDA 13522 – 85389; Calhoun County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Battle Creek Funds.

Commitment Level: 92% state up to \$791,200 and the balance by City of Battle Creek; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Relocation of existing intersection and construction of new left-turn lanes.

Zip Code: 49015.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5481) between MDOT and the City of Pontiac will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Montcalm Street from Joslyn Road to Perry Street, at the intersection of Baldwin Road and Walton Boulevard, at the intersection of Montcalm Street and Saginaw Street, and at the intersection of North Telegraph Road and Walton Boulevard.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$479,306, which is met in part by the \$99,980 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$1,342,220
City of Pontiac Funds	<u>\$ 99,980</u>
Total Funds	<u>\$1,442,200</u>

EDA 63522 – 86025; Oakland County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Pontiac Funds.

Commitment Level: 94% state up to \$1,342,220 and the balance by the City of Pontiac; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48342.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5498) between MDOT and the City of Grand Rapids will provide for funding participation in the following improvements:

PART A

Construction of an 18-foot by 11-foot storm sewer from Manhole #10, located on Logan Street near Grandville Avenue, northerly and westerly to Manhole #3, located at the intersection of Goodrich Street and Ney Avenue, which flows into the Grand River.

PART B

Construction of a 16-foot by 11-foot storm sewer from Manhole #12, located at the former intersection of Buckley Street and Buchanan Avenue, now within the Highway US-131 right-of-way, northerly and westerly to Manhole #10, located on Logan Street near Grandville Avenue, including a reach of 72-inch diameter storm sewer for Manhole #14 on Century Avenue at the former intersection with Buckley Street to Manhole #11 at the intersection of Century Avenue (formerly Buchanan Avenue) and Logan Street.

PART C

Construction of a 16-foot by 11-foot storm sewer from Manhole #13, located at the intersection of Buchanan Avenue and Pleasant Street, northerly to Manhole #12, located at the former intersection of Buckley Street and Buchanan Avenue, now within the Highway US-131 right-of-way.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$ 279,914	\$ 148,552	\$ 17,270	\$ 445,736
City of Grand Rapids Funds	<u>\$14,465,676</u>	<u>\$7,480,407</u>	<u>\$6,291,369</u>	<u>\$28,237,452</u>
Total Funds	<u>\$14,745,590</u>	<u>\$7,628,959</u>	<u>\$6,308,639</u>	<u>\$28,683,188</u>

M 84900 – 85514; Kent County

Local Letting

Purpose/Business Case: Combined Sewer Separation Project.

Benefit: Will provide for the drainage of storm water from portions of Highway US-131 and the Highway I-196 business loop.

Funding Source: State Trunkline and Bridge Construction Funds; City of Grand Rapids Funds.

Commitment Level: Part A – 1.90% MDOT funds, 98.10% City of Grand Rapids funds; Part B – 1.95% MDOT funds, 98.05% City of Grand Rapids funds; Part C – 0.27% MDOT funds, 99.73% City of Grand Rapids funds.

Risk Assessment: Contaminated water flowing into Grand River during intense periods of rainfall.

Cost Reduction: Low bid by City of Grand Rapids and concurrence by MDOT Grand Region.

Selection: Low bid.

New project Identification: Construction of new storm sewer system.

Zip Code: 49503.

32. HIGHWAYS - Railroad Grade Crossing Improvement Contract
Contract (2005-5499) between MDOT, the Genesee County Road Commission, and Grand Trunk Western Railroad, Inc., will provide for participation in the following improvements:

PART A

Installation of flashing light signals and half-roadway gates at the at-grade crossing of the tracks of Grand Trunk Western Railroad, Inc., with Reid Road (National Inventory #283-726-P) in Genesee County, Michigan, including crossing surface extension work.

PART B

Tree and sign removal work at the at-grade crossing of the tracks of Grand Trunk Western Railroad, Inc., with Reid Road (National Inventory #283-726-P) in Genesee County, Michigan.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$186,382.40	\$11,154.39	\$197,536.79
Genesee County Road Commission Funds	\$ 23,297.80	\$ 1,394.30	\$ 24,692.10
Grand Trunk Western, Incorporated, Funds	<u>\$ 23,297.80</u>	<u>\$ 1,394.30</u>	<u>\$ 24,692.10</u>
Total Funds	<u>\$232,978.00</u>	<u>\$13,942.99</u>	<u>\$246,920.99</u>

HPP 25010 – 86217; 86218

Railroad Force Account & Local Force Account

Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.

Benefit: Will increase motorist safety at the highway-railroad grade crossing.

Funding Source: Federal High Priority Project Funds, Genesee County Road Commission Funds, and Grand Trunk Western, Incorporated, Funds.

Commitment Level: 80% federal up to an amount not to exceed \$197,536.79 for the combined Parts A and B and the balance equally paid by Genesee County Road Commission and Grand Trunk Western Railroad, Inc.; based on estimate.

Risk Assessment: Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.

Cost Reduction: Improvements for Part A are on railroad property, and Grand Trunk Western Railroad, Inc., is doing the work. Estimate for Part A reviewed to make sure costs are reasonable and valid. Local agency to perform the work for Part B at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing highway-railroad grade crossing.

Zip Code: 48429.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5514) between MDOT and Village of Douglas will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Streetscaping work along Center Street from Blue Star Highway to Water Street, including trees, decorative concrete, and decorative street lighting work.

Estimated Funds:

Federal Highway Administration Funds	\$200,250
Village of Douglas Funds	\$ <u>66,750</u>
Total Funds	<u>\$267,000</u>

STE 03034 – 83525; Allegan County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Enhancement of roadway.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Douglas Funds.

Commitment Level: 75% federal up to \$200,250 and the balance by the Village of Douglas; based on estimate.

Risk Assessment: Contract required in order for Village to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 49406.

34. HIGHWAYS - Railroad Grade Crossing Improvement Contract
Contract (2005-5540) between MDOT and the City of Holland will provide for funding participation in the following improvements under the State Rail Grade Crossing Program:

Pushbutton-activated traffic signal installation work at the at-grade crossing of the tracks of CSX Transportation, Inc., with Pine Avenue (National Inventory #900-181-E) in the city of Holland, Michigan.

Estimated Funds:

State Restricted Trunkline Funds	\$18,835.50
City of Holland Funds	\$ <u>0</u>
Total Funds	<u>\$18,835.50</u>

MRR 70080 – 86535; Ottawa County
Railroad Force Account

Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.

Benefit: Will increase motorist safety at the highway-railroad grade crossing.

Funding Source: State Rail Grade Crossing Funds.

Commitment Level: 100% state; based on estimate.

* Denotes a non-standard contract/amendment

Risk Assessment: Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.

Cost Reduction: Local agency to perform the work at a cost determined to be at least six (6) percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing highway-railroad grade crossing.

Zip Code: 49423.

35. HIGHWAYS - IDS Engineering Services

Contract (2006-0098) between MDOT and Stantec Consulting Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

36. HIGHWAYS - IDS Engineering Services

Contract (2006-0125) between MDOT and Gosling Czubak Engineering Sciences, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

37. HIGHWAYS - IDS Engineering Services

Contract (2006-0126) between MDOT and L & B Engineering Consultants will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

38. HIGHWAYS - IDS Engineering Services

Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

39. HIGHWAYS - IDS Engineering Consultant Services
Authorization (Z3) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for nine bridges over I-94 in the city of Detroit (CS 82024 – JN 82589D). The work items include minor bridge rehabilitation, minor approach work, and maintenance of traffic. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$390,285.25. The contract will be in effect from the date of award through three years. Source of Funds: 100% State Restricted Trunkline Funds.
- Purpose/Business Case:** To provide for design services to be performed on nine bridges over I-94 in the city of Detroit to ensure that the structural integrity of each bridge is maintained for safe vehicular travel.
Benefit: Will provide for safer travel over these bridges.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Without these improvements, the bridges will continue to deteriorate and safety risks may increase.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48216.
40. HIGHWAYS - IDS Engineering Consultant Services
Authorization (Z4) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for two bridges over I-94 in the city of Detroit (CS 82025 – JN 82599D). The work items include minor bridge rehabilitation, minor approach work, and maintenance of traffic. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$108,311.39. The contract will be in effect from the date of award through three years. Source of Funds: 100% State Restricted Trunkline Funds.
- Purpose/Business Case:** To provide for design services to be performed on two bridges over I-94 in the city of Detroit to ensure that the structural integrity of each bridge is maintained for safe vehicular travel.
Benefit: Will provide for safer travel over these bridges.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Without these improvements, the bridges will continue to deteriorate and safety risks may increase.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48216.

41. HIGHWAYS - IDS Engineering Services
Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
42. HIGHWAYS - IDS Engineering Services
Contract (2006-0134) between MDOT and Lawson-Fischer Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
43. HIGHWAYS - IDS Engineering Services
Contract (2006-0135) between MDOT and NTH Consultants, Limited, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
44. *HIGHWAYS - IDS Engineering Services for Attorney General
Contract (2006-0141) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for various engineering services to be performed on an as needed/when needed basis to assist the Office of the Attorney General. Services may include design, construction, expert witness work, and other services requiring an engineer. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000, and the maximum amount of any authorization will be \$25,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

45. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5001) between MDOT and the Village of Middleville will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction and widening work along Crane Road from Grand Rapids Street (Whitneyville Road) easterly approximately 850 feet.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$88,500, which is met in part by the \$17,000 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$164,000
Village of Middleville Funds	<u>\$ 17,000</u>
Total Funds	<u>\$181,000</u>

EDA 08522 – 85388; Barry County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and the Village of Middleville Funds.

Commitment Level: 91% state up to \$164,000 and the balance by the Village of Middleville; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New construction of additional roadway width.

Zip Code: 49333.

46. HIGHWAYS (Maintenance) - IDS Maintenance Services
Contract (2006-0144) between MDOT and Progress Company will provide for blast cleaning and/or coating of structural steel members (with lead-based paints) to be performed on state trunkline bridges on an as needed/when needed basis. The maximum contract amount will be \$400,000, and the maximum amount of any authorization will be \$90,000. The contract will be in effect from the date of award through five years. Source of Funds: 100% State Restricted Trunkline Funds.

47. HIGHWAYS (Maintenance) - IDS Maintenance Services
Contract (2006-0145) between MDOT and Seaway Painting, Inc., will provide for blast cleaning and/or coating of structural steel members (with lead-based paints) to be performed on state trunkline bridges on an as needed/when needed basis. The maximum contract amount will be \$400,000, and the maximum amount of any authorization will be \$90,000. The contract will be in effect from the date of award through five years. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

48. HIGHWAYS (Maintenance) - IDS Maintenance Services
Contract (2006-0146) between MDOT and Abhe & Svoboda, Inc., will provide for blast cleaning and/or coating of structural steel members (with lead-based paints) to be performed on state trunkline bridges on an as needed/when needed basis. The maximum contract amount will be \$400,000, and the maximum amount of any authorization will be \$90,000. The contract will be in effect from the date of award through five years. Source of Funds: 100% State Restricted Trunkline Funds.
49. HIGHWAYS (Maintenance) - IDS Maintenance Services
Contract (2006-0147) between MDOT and Auto Renewal, Inc., will provide for blast cleaning and/or coating of structural steel members (with lead-based paints) to be performed on state trunkline bridges on an as needed/when needed basis. The maximum contract amount will be \$400,000, and the maximum amount of any authorization will be \$90,000. The contract will be in effect from the date of award through five years. Source of Funds: 100% State Restricted Trunkline Funds.
50. HIGHWAYS (Maintenance) - IDS Maintenance Services
Contract (2006-0148) between MDOT and Atsalis Brothers Painting will provide for blast cleaning and/or coating of structural steel members (with lead-based paints) to be performed on state trunkline bridges on an as needed/when needed basis. The maximum contract amount will be \$400,000, and the maximum amount of any authorization will be \$90,000. The contract will be in effect from the date of award through five years. Source of Funds: 100% State Restricted Trunkline Funds.
51. HIGHWAYS (Maintenance) - IDS Maintenance Services
Contract (2006-0149) between MDOT and Trinity Professional Coatings, LLC, will provide for blast cleaning and/or coating of structural steel members (with lead-based paints) to be performed on state trunkline bridges on an as needed/when needed basis. The maximum contract amount will be \$400,000, and the maximum amount of any authorization will be \$90,000. The contract will be in effect from the date of award through five years. Source of Funds: 100% State Restricted Trunkline Funds.

52. *HIGHWAYS (Real Estate) - Lease of Excess Property

Retroactive Contract (2005-0102) between MDOT and Coca-Cola Enterprises, Inc., is a lease contract that provides for rents to be paid to MDOT for certain land and buildings in the city of Auburn Hills, Oakland County, Michigan (313 days retroactive). The property is an irregular shaped parcel of land located on the east side of Doris Road, approximately 760 feet north of Featherstone Road, generally known as 880 Doris Road, Auburn Hills. The site contains approximately 324,330 square feet of land improved with a distribution center with 33,900 square feet of warehouse area, 7,000 square feet of office area, 3,000 square feet of maintenance garage area, 1,500 square feet of vending repair area, and 2,100 square feet mezzanine area, for a total area of 47,500 square feet. Site improvements also include an asphalt paved parking lot and drive, a six-bay concrete truckwell, chain link fencing, two small guard houses at a gated entrance, and various landscaping and lighting. The contract will be in effect from April 1, 2005, through March 31, 2009. This is a revenue contract; MDOT will be paid \$240,000 per year for the first three years and \$249,600 for the last year of the contract.

This contract is retroactive because the Real Estate Support Area (RESA) was informed by Coca-Cola Enterprises, Inc., that it was going to move from its present location. Coca-Cola Enterprises, Inc., subsequently chose to remain in the same location. The previous contract had expired on March 31, 2005, and RESA entered into negotiations with Coca-Cola Enterprises, Inc., for new contractual terms.

Purpose/Business Case: The purpose of excess property leases is to utilize and maintain MDOT property that must be held for a future transportation purpose but is not needed at the present time. The lease of excess property returns revenue to the state.

Benefit: MDOT benefits by utilizing its property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The lease is based on that appraised value.

Risk Assessment: If excess property is not leased, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48326.

53. MULTI-MODAL – Railroad Force Account Work

Authorization (28011-86722) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway Company (TSB) will provide funding for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at TSB's grade crossing of Sparling Road in Grand Traverse County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Grand Traverse County Road Commission and approved on December 29, 2005. The cost of the project is estimated at \$124,504.52. Source of Funds: Federal Highway Administration Funds - \$99,603.62; FY 2006 State Restricted Trunkline Funds - \$24,900.90.

Purpose/Business Case: To provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of TSB with Sparling Road in Grand Traverse County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new

* Denotes a non-standard contract/amendment

flashing-light signals, half-roadway gates, and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$99,603.62; FY 2006 State Restricted Trunkline Funds - \$24,900.90.

Commitment Level: The authorization amount is based on TSB's detailed estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbucks and yield signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by TSB on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Grand Traverse County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49649.

54. MULTI-MODAL - Time Extension

Amendatory Contract (99-0611/A4) between MDOT and the City of Dearborn will extend the contract term by nine months to provide the City sufficient time to complete the project. The additional time is needed because real estate issues between the City of Dearborn and Ford Motor Company have not been resolved, which is delaying completion of the work plan. The original contract provides for the site selection, preliminary engineering, design, and environmental assessment of a rail passenger/intermodal station facility in the city of Dearborn. The revised contract term will be from September 15, 1999, through December 31, 2003, from February 19, 2004, through November 18, 2004, and from May 27, 2005, through November 26, 2006. The contract amount remains unchanged at \$1,240,625. Source of Funds: Federal Transit Administration Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

Purpose/Business Case: Provides for a nine-month time extension to allow the city sufficient time to complete the project.

Benefit: The City of Dearborn will be closer to the construction of a new intermodal facility, which will serve as a gateway to Metro Detroit. This facility will accommodate both rail and bus passengers.

Funding Source: Federal Transit Administration Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: If the contract is not extended, the project will not be able to move into the construction phase.

Cost Reduction: There are no additional costs to the project due to the time extension.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48126.

55. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0368/A3) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the contract term by eighteen months to allow DDOT sufficient time to complete the construction of a clean fuels facility. Part of DDOT's existing Shoemaker facility is being renovated to create the new clean fuels facility and the renovation required more extensive repairs than originally anticipated before construction of the new facility component could begin. These repairs caused a delay in contractor selection and approval. The Detroit City Council approved a contractor on November 30, 2005, and construction is ready to proceed. The original contract provides state matching funds for DDOT's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program/Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be March 31, 2000, through September 30, 2007. The contract amount remains unchanged at \$2,250,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,800,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$450,000.

Purpose/Business Case: To provide for an eighteen month time extension to allow sufficient time for the construction of a clean fuels facility by renovating part of DDOT's existing Shoemaker facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,800,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$450,000.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48226.

56. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0776/A4) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the City of Detroit and in portions of Wayne and Oakland Counties, will extend the contract term by eighteen months to allow DDOT sufficient time to complete the construction of a clean fuels facility. Part of DDOT's existing Shoemaker facility is being renovated to create the new clean fuels facility and the renovation required more extensive repairs than originally anticipated before construction of the new facility component could begin. These repairs caused a delay in contractor selection and approval. The Detroit City Council approved a contractor on November 30, 2005, and construction is ready to proceed. The original contract provides the state match for DDOT's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be March 31, 2000, through September 30, 2007. The contract amount remains unchanged at \$26,384,419. Source of Funds: Federal Transit Administration (FTA) Funds - \$21,107,535; FY 2001 State Restricted Comprehensive Transportation Funds - \$5,276,884.

Purpose/Business Case: To provide for an eighteen-month time extension to allow sufficient time for the renovation of DDOT's existing Shoemaker facility to create a clean fuels facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$21,107,535; FY 2001 State Restricted Comprehensive Transportation Funds - \$5,276,884.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48226.

57. *MULTI-MODAL -Renewal/Extension

Amendatory Contract (2001-0525/A2) between MDOT and the Saginaw Transit Authority Regional Services (STARS) will renew the contract and extend the contract term by one year to allow STARS sufficient time to complete renovations to the operations facility. The project has been delayed due to staff turnover within the last few years at STARS, and the process of selecting the best qualified architectural/engineering firm encountered a delay. It is expected that the facility renovations will be completed within one year. The original contract provides state matching funds for STARS's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be from September 14, 2001, through September 13, 2005, and from the date of award of this renewal/amendment through one year. No costs will be incurred between the expiration of the original contract and the date of award of this renewal/amendment. The contract amount remains unchanged at \$281,895. Source of Funds: Federal Transit Administration Funds - \$225,516; FY 2002 State Restricted Comprehensive Transportation Funds - \$56,379.

Purpose/Business Case: To renew the contract and extend the contract term by one year to allow sufficient time for completion of the facility renovations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$281,895; FY 2002 State Restricted Comprehensive Transportation Funds - \$56,379.

Commitment Level:

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48607.

58. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z23/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will increase state matching funds by \$284,394, increase federal funds by \$1,436,172, and add a line item for administrative facility construction. The additional funds will be used to increase funding for the purchase of small buses and support vehicles and to fund the new construct administrative facility. This revision reflects an increase in the federal award. The original authorization provides state matching funds for CATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, April 5, 2005, through April 4, 2008. The revised authorization amount will be \$5,424,916. Additional toll credits in the amount of \$59,719 will be allocated as match for the support vehicles line item, bringing the total amount of toll credits to \$457,363. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,797,297; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$627,619.

Purpose/Business Case: To provide for an increase in state matching funds of \$284,394 and an increase in federal funds of \$1,436,172, which will increase line item funding for the purchase of small buses and support vehicles, and to add a line item for administrative facility construction.

* Denotes a non-standard contract/amendment

Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$4,797,297; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$627,619.
Commitment Level: Authorization revision amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 48910.

59. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z3/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by one year to provide DDOT sufficient time to complete the project. The work was delayed when the DDOT project manager suffered serious injuries in an automobile accident. The project manager has now returned, and work on this project has been resumed. The original authorization provides state matching funds for DDOT's FY 1998 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be March 28, 2002, through March 27, 2007. The authorization amount remains unchanged at \$60,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$48,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,000; City of Detroit Funds - \$4,000.

Purpose/Business Case: To provide for a one-year time extension to allow sufficient time for DDOT to complete the project now that the project manager has returned to work.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$48,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,000; City of Detroit Funds - \$4,000.
Commitment Level: Authorization revision amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a time extension to an existing project.
Zip Code: 48226.

60. MULTI-MODAL - Section 5307/CMAQ Program

Project Authorization (Z23) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grants for the continued lease of up to 121 large buses. The authorization will be in effect from August 30, 2005, through August 29, 2008. The project authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,906,250. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,125,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$781,250.

Purpose/Business Case: To provide state matching funds for the continued lease of up to 121 large buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,125,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$781,250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

61. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z10/R3) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the authorization term by two years to allow ITP sufficient time to complete the Intelligent Transportation System (ITS) project. The ITS project requires careful integration to function fully and includes several multi-year phases for research, procurement, installation, and implementation, and the additional time is needed to allow ITP sufficient time to implement the ITS in a stage process to ensure that each layer of integration is operational before it proceeds to the next stage. The original authorization provides state matching funds for ITP's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be June 16, 2003, through June 15, 2008. The authorization amount remains unchanged at \$8,496,052. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$6,796,841; FY 2002, FY 2003, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,652,011; ITP Funds - \$47,200.

Purpose/Business Case: To provide for a two-year time extension to allow sufficient time for the completion of the multi-year phases of the Intelligent Transportation System project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$6,796,841; FY 2002, FY 2003, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,652,011; ITP Funds - \$47,200.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 49503.

62. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z11/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will extend the authorization term by one year to allow MTA sufficient time to complete the project. The project was delayed because a needed new Ford diesel van took longer than expected to be produced due to model changes. MTA has now placed the order and anticipates delivery of the van in 2006. The original authorization provides state matching funds for MTA's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be February 4, 2003, through February 3, 2007. The authorization amount remains unchanged at \$2,248,676. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,798,941; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$449,735.

Purpose/Business Case: To provide a one-year time extension to allow MTA sufficient time to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,798,941; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$449,735.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48503.

63. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will extend the authorization term by eighteen months to allow MTA sufficient time to complete the facility renovation project. Both the City of Flint and MTA requested design changes that caused significant delays in the site plan review process. Plans have now been completed for the facility and construction will begin around spring 2006. The original authorization provides state matching funds for MTA's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be March 25, 2003, through September 24, 2007. The authorization amount remains unchanged at \$5,298,561. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,238,849; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,059,712.

Purpose/Business Case: To provide an eighteen-month extension to allow the MTA sufficient time to complete the facility renovation project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,238,849; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,059,712.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk on not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48503.

64. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z2/R2) under Master Agreement (2002-0074) between MDOT and the City of Niles will extend the authorization term by six months to allow sufficient time for the City to complete the bus passenger shelter project. One of the bus passenger shelters requires a larger bench to accommodate additional seating. The longer length of the bench makes it a non-standard item, requiring additional time for manufacture and delivery. As a result, the project completion will be delayed. The original authorization provides state matching funds for the City's FY 1999, FY 2000, and FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grants. The revised authorization term will be August 28, 2002, through August 27, 2006. The authorization amount remains unchanged at \$695,549. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$528,391; FY 2003 State Restricted Comprehensive Transportation Funds - \$138,810; City of Niles Funds - \$28,348.

Purpose/Business Case: To provide a six-month time extension to allow completion of the bus passenger shelter project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$528,391; FY 2003 State Restricted Comprehensive Transportation Funds - \$138,810; City of Niles Funds - \$28,348.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 49120.

65. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z11/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb, Wayne, Oakland, and Monroe Counties, will extend the authorization term by one year to allow SMART sufficient time to complete projects under this grant. SMART had been using an older grant to acquire bus route signage. That grant is now complete, and SMART will now use this grant for the remainder of the signage. Additionally, the extension is needed to complete construction of a coin-counting room as part of the Monroe facility renovation. Several renovation items needed to be completed prior to construction of the room. These items took longer than anticipated to complete but are now nearing completion. As a result, SMART is preparing to bid out the coin-counting room construction. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be February 3, 2003, through February 2, 2007. The authorization amount remains unchanged at \$15,717,075. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$12,573,660; FY 2003 State Restricted Comprehensive Transportation Funds - \$3,143,415.

Purpose/Business Case: To provide for a one-year time extension to allow completion of bus route signing acquisition and facility renovation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$12,573,660; FY 2003 State Restricted Comprehensive Transportation Funds - \$3,143,415.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48226.

66. *MULTI-MODAL - Revise Scope, Adjust Funding, Extend Term

Amendatory Contract (2002-0292/A3) between MDOT and the City of Detroit, Department of Transportation (DDOT), will revise the project scope, adjust funding, provide for the assignment of a new federal grant number, and extend the contract term by approximately eleven months to provide DDOT with sufficient time to complete the revised project. Unable to secure adequate funding for a planned timed transfer center, DDOT received federal approval to change the scope of its FY 2001 Section 5309 grant from the construction of a transfer center to the rehabilitation/renovation of an existing facility. As a result, the Federal Transit Administration (FTA) assigned a new federal grant number to the revised project. DDOT will move all funding from the transfer center line item to the facility rehabilitation/renovation line item. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be April 25, 2001, through September 19, 2008. The contract amount remains unchanged at \$4,860,100. Source of Funds: FTA Funds - \$3,888,080; FY 2002 State Restricted Comprehensive Transportation Funds - \$972,020.

Purpose/Business Case: To revise the project scope, adjust funding, provide for the assignment of a new federal grant number, and extend the contract term by approximately eleven months to provide DDOT with sufficient time to complete the revised project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,888,080; FY 2002 State Restricted Comprehensive Transportation Funds - \$972,020.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

67. MULTI-MODAL - Time Extension

Amendatory Contract (2002-0297/A2) between MDOT and the City of Detroit, Detroit Department of Transportation (DDOT), will extend the contract term by one year to allow DDOT sufficient time to complete the projects. The construct bus passenger shelters and bus stops line item includes the construction of a transfer point bus stop/shelter at the Eastland Mall. In spring 2005, the Eastland Mall changed ownership, and the new owners invalidated all previous design and survey work, causing a delay in the project. As a result, DDOT is redesigning the project based on the new traffic patterns and layouts provided by the new Eastland Mall owners. In addition to the Eastland Mall construction delay, an invitation to bid was issued for engineering work on the Eight Mile corridor bus stop improvement project, but no bids were received. The project was re-advertised and bids are due January 25, 2006. DDOT expects to make an award before the end of April 2006. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be September 26, 2001, through March 25, 2007. The contract amount remains unchanged at \$3,384,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,707,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$677,000.

Purpose/Business Case: To provide for a one year time extension to allow DDOT sufficient time to complete the delayed projects at the Eastland Mall and on the Eight Mile corridor.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,707,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$677,000.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

68. MULTI-MODAL - Transportation to Work Program

Retroactive Project Authorization Revision (Z8/R2) under Master Agreement (2002-0693) between MDOT and St. Joseph County Transportation Authority will extend the authorization term by one month to allow sufficient time for the Authority to complete the purchase of two vans (38 days retroactive). The vans to be purchased were not available through the state's extended purchase program and needed to be purchased locally. As a result, the purchase took slightly longer than anticipated and the vehicles were delivered on January 3, 2006, three days after expiration of the authorization. The original authorization, which expired on December 31, 2005, provided state matching funds for the Authority's FY 2005 Transportation to Work Program grant. The revised authorization term will be October 1, 2004, through January 31, 2006. The authorization amount remains unchanged at \$95,048. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$72,724; Michigan Department of Labor and Economic Growth Funds - \$11,162; and Michigan Department of Human Services Funds - \$11,162.

Purpose/Business Case: To provide for a one-month time extension to allow sufficient time for the Authority to complete the purchase of two vans.

Benefit: Increased public transportation services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$72,724; Michigan Department of Labor and Economic Growth Funds - \$11,162; and Michigan Department of Human Services Funds - \$11,162.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of transportation to work services.

Cost Reduction: Reimbursement is based on the cost of services provided.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 49093.

69. *MULTI-MODAL - Novate, Revise Scope, Increase Amount, Extend Project Completion Period
Amendatory Contract (2004-0238/A1) between MDOT, Dean Specialty Foods Group, and Bay Valley Foods, LLC, will provide for the reassignment of the contract responsibilities from Dean Specialty Foods Group to Bay Valley Foods, LLC, beginning June 27, 2005, will change the project scope to meet the needs of Bay Valley Foods, LLC, will increase the amount by \$6,982.50 to fund the project scope adjustment, and will extend the project completion period by one year. The original contract provides financial assistance in the form of an economic development loan for \$79,820 or up to 50 percent of the project cost for the construction of a 1,235-foot railroad spur track in the city of Wayland, Allegan County. Bay Valley Foods, LLC, recently completed the purchase of Dean Specialty Foods Group. Bay Valley Foods, LLC, has requested a change in scope to reduce the construction of the railroad spur track by 550 feet and to provide for the purchase and installation of fifteen drip pans with safety guards in the track to contain spills from tanker cars. The scope change will require an additional \$13,965 and a one-year extension of the project construction period to provide Bay Valley Foods, LLC, with additional time to install the drip pans and the safety guards that cover them. Bay Valley Foods, LLC, will assume all contract responsibilities beginning June 27, 2005. The contract term remains unchanged, from September 15, 2004, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever occurs first. No costs have been or will be incurred between the expiration of the original project completion date of September 14, 2005, and the date of award of this novation/amendment. The revised project amount will be \$173,605; Dean Specialty Foods Group/Bay Valley Foods, LLC, will provide 50 percent funding of \$86,802.50. The revised loan contract amount will be \$86,802.50. Source of Funds: FY 2004 and FY 2006 State Restricted Comprehensive Funds - \$86,802.50.

This amendatory contract was previously approved by the State Administrative Board at its November 1, 2005, meeting with an effective date for the transfer of the contract responsibilities of September 14, 2004. The effective date for the transfer of the contract responsibilities has been changed to June 27, 2005.

Purpose/Business Case: To provide for the novation of the economic development loan contract that provides up to fifty percent of the project cost for the construction of spur track in Allegan County, to change the scope of the project to reduce the construction of spur track by 500 feet and add the purchase and installation of fifteen drip pans with safety guards, to increase the loan contract amount by \$6,982.50 to cover the cost of the change in project scope, and to extend the project completion date to allow time for the installation of fifteen drip pans with safety guards.

Benefit: The installation of drip pans will contain spills from tanker cars, preventing possible environmental and/or safety problems on the track structure.

Funding Source: FY 2004 and FY 2006 State Restricted Comprehensive Funds - \$86,802.50; Dean Specialty Foods Group/Bay Valley Foods, LLC, Funds - \$86,802.50.

Commitment Level: Project work was competitively bid by Dean Specialty Foods Group; additional funding is needed to address the costs associated with the change in scope.

Risk Assessment: If this amendment is not approved, the expected economic benefits may be jeopardized.

Cost Reduction: The project was awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49348.

70. *MULTI-MODAL - Increase Services and Amount

Amendatory Contract (2004-0473/A2) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide \$55,556 in additional funds to allow GVMC to continue its FY 2006 marketing plan. The original contract provides funds for a local marketing program for FY 2005 for rail passenger service in West Michigan (Grand Rapids - Chicago). The contract was previously extended as there was funding remaining in the contract at the end of FY 2005 to allow for continuation of marketing efforts for FY 2006. This funding has now been expended, and GVMC requires additional funding to continue the marketing efforts through the end of FY 2006. GVMC is acting as an agent for Westrain Collaborative, an organization comprised of representatives from West Michigan communities collectively engaged in the promotion of rail passenger service in West Michigan. The contract term remains unchanged, September 9, 2004, through September 30, 2006. The revised contract amount will be \$167,556. Source of Funds: FY 2004 and FY 2006 State Restricted Comprehensive Transportation Funds- \$150,800; Grand Valley Metropolitan Council Funds - \$16,756.

Purpose/Business Case: To provide an additional \$55,556 to GVMC to continue its FY 2006 local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago).

Benefit: Increased public awareness of rail service in West Michigan. This promotion is expected to increase the ridership and revenues of this service. These increases will result in reducing the operating subsidy to Amtrak.

Funding Source: FY 2004 and FY 2006 State Restricted Comprehensive Transportation Funds - \$150,800; GVMC Funds - \$16,756.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: Not performing this activity may result in lower ridership on this rail service, which would negatively affect revenue. Lower revenue will increase the operating subsidy request from Amtrak.

Cost Reduction: The Westrain Collaborative has previously received \$100,800 in state funds annually since FY 1998. FY 2006 funding has been reduced by \$50,800.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

71. *MULTI-MODAL - Marine Capital

Contract (2006-0097) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), in Sault Ste. Marie, will provide 90 percent state marine capital funds for improvements to the St. Mary's River Ferry System, which provides marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. Project items will include the purchase of vessel and terminal support equipment, vessel systems upgrades, and contingency funds of 5 percent, including emergency repairs. The contract amount will be \$133,350. The contract will be in effect from the date of award through three years. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$120,015; EUPTA Funds - \$13,335.

Purpose/Business Case: To provide for capital improvements to the St. Mary's River Ferry System.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$120,015; EUPTA Funds - \$13,335.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of ferry service and damage to vessels.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: Provides primarily for rehabilitation work on ferry vessels.

Zip Code: 49783.

72. *MULTI-MODAL - Marine Capital

Contract (2006-0100) between MDOT and the Beaver Island Transportation Authority (BITA) will provide 90 percent state marine capital funds for improvements to the Beaver Island Ferry System, which provides marine passenger service between Charlevoix and Beaver Island. Project items will include the purchase of vessel and terminal support equipment, vessel system and terminal upgrades, dock support equipment, architectural and engineering services for a new vessel, and a contingency of five percent, including emergency repairs. The contract amount will be \$284,970. The contract will be in effect from the date of award through three years. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$256,473; BITA Funds - \$28,497.

Purpose/Business Case: To provide for capital improvements to the Beaver Island Ferry System.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$256,473; BITA Funds - \$28,497.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of ferry service and damage to vessels.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: Provides primarily for rehabilitation work on ferry vessels.

Zip Code: 49782.

73. MULTI-MODAL – Intercity Bus Program

Purchase Order (591N6201453) between MDOT and Motor Coach Industries, Inc. (MCI), will provide for the purchase of two lift-equipped intercity motor coaches to be leased by Indian Trails, Inc., to replace two motor coaches that have exceeded their useful lives under program guidelines. These motor coaches will be leased to Indian Trails, Inc., for \$1,000 per year per vehicle for a maximum of six years or 450,000 miles, whichever comes first, under MDOT Contract (2006-0101). Indian Trails, Inc., is requesting the motor coaches to maintain its existing daily scheduled regular route round-trip service between Bay City, Michigan, and Chicago, Illinois, and between Kalamazoo and St. Ignace, Michigan, serving intermediate towns and cities. These motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The purchase amount of these motor coaches is \$825,633; however, MCI is allowing the trade-in of two 2002 motor coaches that have exceeded their useful lives, thereby reducing the purchase amount by \$400,000. The net purchase amount will be \$425,633. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$425,633.

MDOT's authority to purchase intercity buses is provided under the State Transportation Preservation Act of 1976, Act 295 of 1976, excerpted below:

“474.64 Acquisition of intercity bus and ferry equipment and facilities. Sec.14. The department may purchase intercity bus equipment and related station and servicing facilities, as well as ferry equipment, dock, port, and water equipment servicing facilities. The department may acquire equipment and facilities to be utilized by intercity bus and ferry operations, under terms and conditions determined by the department.”

Purpose/Business Case: To provide for the purchase of two Motor Coach Industries lift-equipped intercity motor coaches to be leased by Indian Trails, Inc., to replace two motor coaches that have exceeded their useful lives under program guidelines.

* Denotes a non-standard contract/amendment

Benefit: The new motor coaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower-income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry, which has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making part of bus companies' services, for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, keeping regular route operations at break even or minimizing any losses. The buses keep the state from providing operating assistance and, in many instances, generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds – \$425,633.

Commitment Level: This provides for the purchase of two replacement vehicles this fiscal year.

Risk Assessment: The risks of not approving this purchase are the possible abandonment of regular route services, schedule frequency reduction, or placing the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: The vendor provided a discount of \$13,175 per vehicle, thereby reducing the purchase amount by \$26,350.

Selection: Low bid.

New Project Identification: Provides for the purchase of two new replacement motor coaches.

Zip Code: 48909.

74. *MULTI-MODAL - Intercity Bus Equipment Lease

Contract (2006-0101) between MDOT and Indian Trails, Inc., will provide for MDOT to contractually lease for \$1,000 per year per vehicle two intercity highway motor coaches to Indian Trails, Inc. MDOT will purchase the coaches under a separate purchase order and lease them to Indian Trails, Inc., for a minimum of six years or 450,000 miles, whichever comes first. Indian Trails, Inc., is requesting the motor coaches to replace older motor coaches that have reached the ends of their useful lives and to maintain its existing scheduled regular route round-trip service between Bay City, Michigan, and Chicago, Illinois, and between Kalamazoo and St. Ignace, Michigan, serving intermediate towns and cities. These motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The contract will be in effect from the date the vehicles are leased and accepted through six years or 450,000 miles, whichever comes first. This is a revenue contract. Indian Trails, Inc., will pay MDOT \$2,000 per year for the duration of the contract.

Purpose/Business Case: To provide for the lease of two intercity highway motor coaches to Indian Trails, Inc., to maintain and preserve its existing daily scheduled regular route service from various locations in the lower peninsula, serving all intermediate urban and rural communities. The motor coaches will replace older motor coaches that have reached the ends of their useful lives.

Benefit: The new motor coaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry, which has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making segment of bus companies' services for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, keeping regular route operations at break even or minimizing any loss. The buses keep the state from providing operating assistance and in many instances generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

Funding Source: Indian Trails, Inc., Funds - \$2,000 per year.

Commitment Level: Contract lease amount is based on MDOT guidelines.

Risk Assessment: The risks of not approving this contract are the possible abandonment of regular route services, schedule frequency reductions, and placing the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: This contract provides for Indian Trails, Inc., to make lease payments (revenue) to MDOT.

Selection: N/A.

New Project Identification: Provides for the lease of new replacement motor coaches.

Zip Code: 48867.

* Denotes a non-standard contract/amendment

75. MULTI-MODAL - Railroad Grade Crossing Closure

Contract (2006-0138) between MDOT and the Village of Galien will provide a lump sum incentive payment in exchange for the Village's action to close Grant Street at its grade crossing with the National Railroad Passenger Corporation (Amtrak) tracks in the village of Galien. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$100,000. Source of Funds: FY 2006 State Restricted Trunkline Funds - \$100,000.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the Village for the sole purpose of enhancing motorist safety. Closing Grant Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes at this location.

Funding Source: The cash incentive payment for this closure comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2006 State Restricted Trunkline Funds - \$100,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to the Village of Galien's decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. MDOT will not be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment to close the road at an existing grade crossing.

Zip Code: 49113.

76. *MULTI-MODAL (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2006-0118) between MDOT, St. James Township, and the Township of Peaine will provide federal and state grant funds for the purchase of snow removal equipment (plow truck) at the Beaver Island Airport on Beaver Island, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$154,000. Source of Funds: FAA Funds (via block grant) - \$123,200; State Restricted Aeronautics Funds - \$26,950; St. James Township and Township of Peaine Funds - \$3,850.

Purpose/Business Case: To provide for the purchase of snow removal equipment (plow truck).

Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season. The existing equipment is beyond its useful life and is no longer cost efficient to operate.

Funding Source: FAA Funds (via block grant) - \$123,200; State Restricted Aeronautics Funds - \$26,950; St. James Township and Township of Peaine Funds - \$3,850; Contract Total - \$154,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The project will be let locally and awarded to the lowest bidder.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is for the replacement of existing worn-out equipment.

Zip Code: 49782.

77. *MULTI-MODAL (Aeronautics) - Piloting Services

Contract (2006-0136) between MDOT and William D. Duckwall, will provide for the conduct of professional piloting services on an as-needed basis for the transport of state personnel and officials. The contract will be in effect from the date of award through two years. The estimated project amount will be \$25,000. Source of Funds: State Restricted Aeronautics Funds - \$25,000.

Purpose/Business Case: To provide for the conduct of professional piloting services on an as-needed basis for the transport of state personnel and officials. In June 2005, MDOT sold two of its aircraft and relocated another one to Sawyer International Airport in Marquette, Michigan. This action was in response to the recommendations of the State Aviation Services Consolidation Task Force, which was formed at the request of the governor. The relocation of one aircraft to Marquette is on a trial basis to determine if there is adequate demand for air transportation in that area.

Benefit: Will allow for flexibility in the scheduling of flights during this trial period, without overburdening other pilots.

Funding Source: State Restricted Aeronautics Funds - \$25,000.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the contract is not awarded, MDOT will be in non-compliance with the recommendations of the State Aviation Services Consolidation Task Force. This task force was created to increase efficiencies of the three departments that operate aircraft. The task force consisted of employees of the Michigan Departments of Natural Resources, State Police, Management and Budget, and Transportation and the Office of the Governor.

Cost Reduction: There are overall savings to the state from the task force's recommendations. Aircraft were sold, and other resources between departments are being utilized to increase efficiencies.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

78. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0143) between MDOT and the Capital Region Airport Authority will provide federal and state grant funds for the acquisition of land (phase II) that is needed for a future runway extension project at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,157,895. Source of Funds: FAA Funds - \$3,000,000; State Restricted Aeronautics Funds - \$78,947; Capital Region Airport Authority Funds - \$78,948.

Purpose/Business Case: To provide for the acquisition of land located at DeWitt Road and East Airport Service Drive. The land is needed for the future extension of runway 28L. This is the second phase of a two-phase runway lengthening project.

Benefit: The existing airlines are operating under payload restrictions that negatively affect their ability to sustain operations at Capital City Airport. The longer runway will improve safety and allow larger aircraft to land at the airport.

Funding Source: FAA Funds - \$3,000,000; State Restricted Aeronautics Funds - \$78,947; Capital Region Airport Authority Funds - \$78,948; Contract Total - \$3,157,895.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The land will be procured in accordance with federal land acquisition guidelines. All costs are reviewed by MDOT personnel for further cost reductions.

Selection: N/A.

New Project Identification: This is phase II of an existing project.

Zip Code: 48906.

STATE PROJECTS

10.00 % DBE participation required

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The other phase of this project is to construct a new paved carpool lot to provide parking for current carpoolers and to attract new carpoolers.

Funding Source:

57078A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

81231A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. Because the surrounding communities are anticipating the new paved carpool parking lot, if this project is not completed, relationships may be compromised.

Cost Reduction: Reduced roadway maintenance costs and customers will benefit greatly from the new carpool parking lot.

Selection: Low bid.

New Project Identification: Rehabilitation and new construction.

Zip Code: 48429.

80. LETTING OF JANUARY 06, 2006 ENG. EST. LOW BID
 PROPOSAL 0601002 \$ 134,113.01 \$ **153,486.09**
 PROJECT BHT 42021-78730, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 10, 2006
 COMPLETION DATE - JULY 28, 2006 14.45 %

Hot mix asphalt cold milling and resurfacing on M-26 over
 Eagle River and end joint replacement on M-26 over
 Central Creek and over Eagle River, Keweenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zenith Tech, Inc.	\$ 153,486.09	Same	1 **
Hebert Construction Company	\$ 172,617.69	Same	2
Midwest Bridge Company	\$ 183,884.00	Same	3
J. Slagter & Son Construction Co.	\$ 217,704.25	Same	4
Bacco Construction Company			
Snowden, Inc.			
Lunda Construction Company			
A. Lindberg & Sons, Inc.			

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

78730A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

83647A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49950.

81.	LETTING OF JANUARY 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0601003	\$ 1,671,164.70	\$ 1,767,435.90
	PROJECT MG 66061-80207, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 28, 2006		5.76 %

9.56 mi of hot mix asphalt resurfacing, hot mix asphalt base crushing and shaping, and drainage improvements on M-107 from M-64 westerly to the Lake of the Clouds park entrance gate, Ontonagon County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Mathy Construction Company	\$ 1,767,435.90	Same	1 **
Payne & Dolan, Inc.	\$ 1,836,768.58	Same	2
Bacco Construction Company	\$ 2,245,225.45	Same	3
Rieth-Riley Construction Co., Inc.			

3 Bidders

Purpose/Business Case: This project is a combination of Road Preservation, Enhancement, and Non-Freeway Resurfacing Programs. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads. The Non-Freeway Resurfacing Program, is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement

condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

80207A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
80211A		
State Restricted Trunkline Funds	100	%
83746A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and vehicle maintenance costs; reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49971.

82.	LETTING OF JANUARY 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0601004	\$ 2,570,579.13	\$ 2,693,997.09
	PROJECT BI06 28013-50736		
	LOCAL AGRMT. 05-5387		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 03, 2006		4.80 %

5.45 mi of hot mix asphalt base crushing and shaping, surfacing, and safety and drainage improvements on US-31 from south of Brackett Road to north of the Grand Traverse/Antrim County line, Grand Traverse and Antrim Counties. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 2,693,997.09	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 2,743,223.78	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

50736A

Grand Traverse County	1.09 %
State Restricted Trunkline Funds	98.91 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49610.

83.	LETTING OF JANUARY 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0601005	\$ 4,689,927.01	\$ 5,363,580.56
	PROJECT BI06 81031-60172		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2006		14.36 %

8.77 mi of cold milling and two course overlay, intersection improvements and minor drainage and intersection improvements on US-12, from west of Sheridan Road easterly to Feldkamp Road, Lenawee and Washtenaw Counties. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 5,363,580.56	Same	1 **
Barrett Paving Materials, Inc.	\$ 5,682,948.78	Same	2
Gerken Paving, Inc.	\$ 5,896,693.56	Same	3
Michigan Paving & Materials Co.			

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60172A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49236.

8.10 mi of profile milling, shoulder trenching and paving, approach work, and single course hot mix asphalt resurfacing on Old M-55 from west of Woods Road easterly to west of Green Road, Roscommon and Ogemaw Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 764,991.70	Same	1 **
Pyramid Paving & Contracting	\$ 799,902.98	Same	2
Bolen Asphalt Paving, Inc.	\$ 810,726.59	Same	3

Zip Code: 48661.

85. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601017
 PROJECT M 66041-80168, ETC
 LOCAL AGRMT.
 START DATE - JULY 10, 2006
 COMPLETION DATE - 54 working days

ENG. EST.
 \$ 2,423,506.58

LOW BID
 \$ 2,517,551.15

% OVER/UNDER EST.
 3.88 %

25.22 mi of hot mix asphalt resurfacing, shoulder paving, aggregate shoulder, guardrail upgrading and minor culvert work on M-38 from M-26 easterly to Baraga Plains Road, Ontonagon, Houghton and Baraga Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Mathy Construction Company	\$ 2,517,551.15	Same	1 **
Payne & Dolan, Inc.	\$ 2,552,200.73	Same	2
Bacco Construction Company	\$ 2,680,050.33	Same	3
Rieth-Riley Construction Co., Inc.			

3 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

80168A		
State Restricted Trunkline Funds	100	%
80197A		
State Restricted Trunkline Funds	100	%
80198A		
State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49908.

86. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601018
 PROJECT STG 84916-83549
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST.
 \$ 876,988.48

LOW BID
 \$ 881,162.94

% OVER/UNDER EST.
 0.48 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Clinton, Eaton, Ingham and Shiawassee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 881,162.94	Same	1 **
R. S. Contracting, Inc.	\$ 894,294.50	Same	2
Clark Highway Services, Inc.	\$ 976,736.62	Same	3
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

83549A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Pavement marking upgrade.

Zip Code: 48823.

87. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601019
 PROJECT MG 82102-45691-2
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 22, 2006

ENG. EST.
 \$ 1,199,665.43

LOW BID
 \$ 1,056,235.61

% OVER/UNDER EST.
 -11.96 %

2.14 mi of concrete pavement repair, shoulder and gutter repair and diamond grinding on M-14, eastbound and westbound, from Haggerty Road westerly to Sheldon Road, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Penhall Company and Subsidiaries	\$ 1,056,235.61	Same	1 **
Opperman Grooving, Inc.	\$ 1,140,985.29	Same	2
Safety Grooving & Grinding of MI	\$ 1,517,247.45	Same	3

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

45691A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48170.

9.26 mi of cold milling, hot mix asphalt resurfacing, superelevation upgrade, and guardrail replacement on US-31BR from Smith Road to Old 31 and on M-40 from US-12 to M-60, Berrien and Cass Counties.

3 Bidders

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, and maintenance savings. The goal is to improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

79719A	State Restricted Trunkline Funds	100	%
79726A	State Restricted Trunkline Funds	100	%
85600A	State Restricted Trunkline Funds	100	%

Risk Assessment: There is a greater risk of injury/accidents due to the deterioration of the existing State trunkline network. Reduced safety, and increased vehicle maintenance and operational costs to the motoring public are also factors.

Selection: Low bid.

Zip Code: 49120.

89. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601021
 PROJECT BRN 74012-79592
 LOCAL AGRMT.
 START DATE - APRIL 03, 2006
 COMPLETION DATE - AUGUST 12, 2006

ENG. EST.
 \$ 609,023.79

LOW BID
 \$ 646,940.31

% OVER/UNDER EST.
 6.23 %

Bridge and approach replacement on M-53 over
 White Creek, Sanilac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. R. Hunt Construction Company	\$ 646,940.31	Same	1 **
Davis Construction, Inc.	\$ 649,638.71	Same	2
J.E. Kloote Contracting, Inc.	\$ 664,424.44	\$ 664,404.44	3
Dan's Excavating, Inc.	\$ 724,338.21	Same	4
Milbocker and Sons, Inc.	\$ 731,084.68	Same	5
E. C. Korneffel Co.	\$ 737,810.51	Same	6
Anlaan Corporation	\$ 763,618.28	Same	7
C.A. Hull Co., Inc.			
Hardman Construction, Inc.			
Heystek Contracting Inc.			
Walter Toebe Construction Co.			
Posen Construction, Inc.			
McDowell Construction , L.L.C.			
Midwest Bridge Company			
J. Slagter & Son Construction Co.			
S.L. & H. Contractors, Inc.			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79592A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction and replacement.

Zip Code: 48726.

90. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601022
 PROJECT IMG 11016-60035, ETC
 LOCAL AGRMT.
 START DATE - APRIL 17, 2006
 COMPLETION DATE - MAY 19, 2007

ENG. EST.
 \$ 3,106,964.11

LOW BID
 \$ 3,591,728.06

% OVER/UNDER EST.
 15.60 %

0.45 mi of grading, drainage, hot mix asphalt paving and freeway signing on I-94 from Pipestone Road (Exit 29) to Napier Avenue (Exit 30) and 2 structure removals on I-94 over Conrail Railroad, Berrien County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peters Construction Co.	\$ 3,591,728.06	Same	1 **
Kalin Construction Co., Inc.	\$ 3,664,626.09	Same	2
Kamminga & Roodvoets, Inc.	\$ 3,982,955.63	Same	3
Maclean Construction Company	\$ 4,028,049.70	Same	4
Milbocker and Sons, Inc.	\$ 4,086,912.64	Same	5
Diversco Construction Company	\$ 4,320,712.18	Same	6
Nashville Construction Company	\$ 4,687,869.05	Same	7
C.A. Hull Co., Inc.			
Balkema Excavating, Inc.			
Hardman Construction, Inc.			
Walter Toebe Construction Co.			
Davis Construction, Inc.			
Anlaan Corporation			
Northern Construction Services, Co.			
L. W. Lamb, Inc.			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

60035A		
Federal Highway Administration Funds	100	%
73867A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs and motorists operating costs with increased safety, efficiency, and capacity.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49022.

91. LETTING OF JANUARY 06, 2006 ENG. EST. LOW BID
 PROPOSAL 0601023 \$ 3,754,921.80 \$ **3,619,817.08**
 PROJECT BI06 31012-53244, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2006 -3.60 %

3.08 mi of roadway realignment, hot mix asphalt crushing and shaping, hot mix asphalt surfacing, passing relief lane construction and drainage and safety improvements on M-26 from Kearsarge Street to Tri-mountain Avenue in the village of South Range, Houghton County. This project includes two 5 year material and workmanship pavement warranties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
MJO Contracting, Inc.	\$ 3,619,817.08	Same	1 **
Maclean Construction Company	\$ 3,877,589.16	Same	2
A. Lindberg & Sons, Inc.	\$ 3,917,664.78	Same	3
Thomas J. Moyle, Jr., Inc.	\$ 3,930,637.15	Same	4
Bacco Construction Company	\$ 3,938,978.96	Same	5
Yalmer Mattila Contracting, Inc.	\$ 4,291,174.76	Same	6
Bill Siler Contracting, Inc.	\$ 4,972,256.58	\$ 4,972,141.58	7
Payne & Dolan, Inc.			
M & M Excavating Co., Inc.			
Oberstar, Inc.			
Hebert Construction Company			

7 Bidders

Purpose/Business Case: This project is a combination of the Road Preservation Program and the Passing Relief Lane Program. The Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007, and the Passing Relief Lane Program that provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways. The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The passing relief lane will reduce congestion and improve highway operations.

Funding Source:

53244A

State Restricted Trunkline Funds 100 %

78602A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49963.

8.00 % DBE participation required

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first

and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

77903A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
81578A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
81579A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation, reconstruction, and enhancement.

Zip Code: 48601.

93.	LETTING OF JANUARY 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0601025	\$ 356,542.29	\$ 273,778.49
	PROJECT BHT 75031-73508		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2006		-23.21 %

Joint replacement, beam, pin and hanger replacement, steel beam end repairs, and cleaning and coating of structural steel on M-94 over the Indian River, Schoolcraft County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zenith Tech, Inc.	\$ 273,778.49	Same	1 **
Hebert Construction Company	\$ 297,464.73	Same	2
Midwest Bridge Company	\$ 322,280.20	Same	3
J. Slagter & Son Construction Co.	\$ 350,626.59	Same	4
Anlaan Corporation	\$ 352,051.53	Same	5
Lunda Construction Company	\$ 370,407.79	Same	6
Abhe & Svoboda, Inc.	\$ 444,310.00	Same	7
A. Lindberg & Sons, Inc.			
Three Star Painting, Inc.			
Snowden, Inc.			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction

in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

73508A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49854.

94.	LETTING OF JANUARY 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0601026	\$ 440,754.65	\$ 379,067.00
	PROJECT M 52042-74571		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 12, 2006		
	COMPLETION DATE - AUGUST 18, 2006		-14.00 %

Deep concrete overlay, painting, pin and hanger replacement, substructure repair and approach work on US-41 under Altamont Road in the city of Marquette, Marquette County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 379,067.00	Same	1 **
Zenith Tech, Inc.	\$ 394,379.22	Same	2
Hebert Construction Company	\$ 420,143.63	Same	3
J. Slagter & Son Construction Co.	\$ 449,256.03	\$ 448,426.03	4
Midwest Bridge Company	\$ 452,529.00	Same	5
Lunda Construction Company	\$ 498,942.82	Same	6
Abhe & Svoboda, Inc.	\$ 567,710.00	\$ 567,701.00	7
A. Lindberg & Sons, Inc.			
Snowden, Inc.			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

74571A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49855.

95. LETTING OF JANUARY 06, 2006 ENG. EST. LOW BID
 PROPOSAL 0601027 \$ 304,684.85 \$ 285,188.02
 PROJECT M 33021-79793
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 15, 2006
 COMPLETION DATE - JUNE 23, 2006 -6.40 %

3.00 mi of hot mix asphalt overlay on M-36 from east of
 Meech Road easterly to M-52, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 285,188.02	Same	1 **
Michigan Paving & Materials Co.	\$ 314,157.62	Same	2
Aggregate Industries-Central Region	\$ 336,757.52	Same	3

3 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

79793A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48819.

96. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601028
 PROJECT STG 84912-83564
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST.
 \$ 828,514.47

LOW BID
 \$ 900,218.01

% OVER/UNDER EST.
 8.65 %

Permanent pavement markings including longitudinal and special markings on various state trunkline routes in Antrim, Benzie, Charlevoix, Grand Traverse, Kalkaska, Leelanau, Lake, Manistee, Mason, Missaukee, Osceola and Wexford Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Clark Highway Services, Inc.	\$ 900,218.01	Same	1 **
P.K. Contracting, Inc.	\$ 928,284.61	Same	2
R. S. Contracting, Inc.	\$ 1,112,385.78	Same	3
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

83564A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Pavement marking upgrades.

Zip Code: 49684 Region-wide.

97. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601029
 PROJECT STE 09033-81638
 LOCAL AGRMT. 05-5325
 START DATE - APRIL 03, 2006
 COMPLETION DATE - JUNE 16, 2006

ENG. EST.
 \$ 545,013.09

LOW BID
 \$ 454,501.53

% OVER/UNDER EST.
 -16.61 %

0.34 mi of streetscaping including decorative concrete sidewalks, lighting, benches, trees, plantings and other miscellaneous items of work, on M-13 from Fifth Street northerly to Second Street, in the city of Pinconning, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 454,501.53	Same	1 **
Porath Contractors, Inc.	\$ 473,659.30	Same	2
Eastlund Concrete Construction	\$ 487,793.65	Same	3
B & B General Contracting, Inc.	\$ 500,639.00	Same	4
Champagne and Marx Excavating, Inc.	\$ 561,825.56	Same	5
Abbott Construction, Inc.	\$ 564,271.28	Same	6
A. J. Rehms & Son, Inc.			
Trans Tech Electric Limited Partner			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

81638A

Federal Highway Administration Funds	76.00 %
City of Pinconning	4.50 %
State Restricted Trunkline Funds	19.50 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Enhancement.

Zip Code: 48650.

Permanent pavement markings including longitudinal markings on various state trunk line routes throughout the Bay Region area in Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola Counties.

3 Bidders

Zip Code: 48601 Region-wide.

100. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601032
 PROJECT M 07022-74473
 LOCAL AGRMT.
 START DATE - JULY 10, 2006
 COMPLETION DATE - OCTOBER 13, 2006

ENG. EST.
 \$ 352,989.43

LOW BID
 \$ 443,800.55

% OVER/UNDER EST.
 25.73 %

Deep overlay, railing replacement and painting on
 M-28/US-141 over Rock River, Baraga County. This
 project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 443,812.55	\$ 443,800.55	1 **
Hebert Construction Company	\$ 459,889.97	Same	2
Zenith Tech, Inc.	\$ 461,742.55	Same	3
Lunda Construction Company	\$ 552,448.65	Same	4
Midwest Bridge Company	\$ 561,973.80	Same	5
J. Slagter & Son Construction Co.	\$ 566,974.78	Same	6
Abhe & Svoboda, Inc.	\$ 648,210.00	\$ 648,198.00	7
Bacco Construction Company			
A. Lindberg & Sons, Inc.			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

74473A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49919.

101. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601033
 PROJECT STG 84915-83555
 LOCAL AGRMT.
 START DATE - MAY 01, 2006
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST. \$ 1,470,976.44
 LOW BID \$ 1,498,990.39
 % OVER/UNDER EST. 1.90 %

Permanent pavement markings including longitudinal and special markings on various state trunkline routes in Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Clark Highway Services, Inc.	\$ 1,498,990.39	Same	1 **
P.K. Contracting, Inc.	\$ 1,505,293.20	Same	2
R. S. Contracting, Inc.	\$ 1,520,620.20	Same	3
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

83555A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Pavement marking upgrade.

Zip Code: 49001 Region-wide.

Zip Code: 48741.

104. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601036
 PROJECT NH 50051-84046
 LOCAL AGRMT.
 START DATE - APRIL 10, 2006
 COMPLETION DATE - JULY 31, 2006

ENG. EST.
 \$ 3,534,258.61

LOW BID
 \$ 3,394,899.93

% OVER/UNDER EST.
 -3.94 %

6.87 mi of pavement repairs, hot mix asphalt cold milling and resurfacing on M-3 (Gratiot Avenue) from M-102 northeasterly to 14 Mile Road in the cities of Eastpointe and Roseville, Macomb County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 3,394,899.93	Same	1 **
John Carlo, Inc.	\$ 3,477,590.75	Same	2
Cadillac Asphalt, LLC.	\$ 3,638,857.81	Same	3
Barrett Paving Materials, Inc.	\$ 3,785,412.65	Same	4
Florence Cement Company			
ABC Paving Company			

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

84046A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48066.

106. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601038
 PROJECT STG 09032-82832
 LOCAL AGRMT.
 START DATE - SEPTEMBER 11, 2006
 COMPLETION DATE - OCTOBER 06, 2006

ENG. EST.
 \$ 61,058.71

LOW BID
 \$ 49,373.36

% OVER/UNDER EST.
 -19.14 %

4.41 mi of non-freeway signing upgrade on M-13 from Broadway Avenue to M-13/M-247 split in the city of Bay City, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 49,373.36	Same	1 **
Highway Service Co., Inc.	\$ 55,203.95	Same	2
Action Traffic Maintenance, Inc.	\$ 55,599.80	Same	3
Trans Tech Electric Limited Partner	\$ 64,827.50	Same	4
Midwest Bridge Company			
NES Traffic Safety Limited Partner			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

82832A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Signing upgrade.

Zip Code: 48706.

107. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601042
 PROJECT MG 41033-59599
 LOCAL AGRMT.
 START DATE - JULY 10, 2006
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.
 \$ 1,050,767.88

LOW BID
 \$ 812,178.70

% OVER/UNDER EST.
 -22.71 %

8.02 mi hot mix asphalt cold milling and resurfacing on M-37 from north of Sparta Avenue north to north of M-46 (17 Mile Road) in the villages of Sparta and Kent City, Kent County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 812,178.70	Same	1 **
Michigan Paving & Materials Co.	\$ 984,777.00	Same	2
Aggregate Industries-Central Region	\$ 1,027,792.50	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

59599A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49345.

109. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601044
 PROJECT STT 83032-52477
 LOCAL AGRMT.
 START DATE - MAY 30, 2006
 COMPLETION DATE - 12 working days

ENG. EST.
 \$ 478,726.84

LOW BID
 \$ 474,522.10

% OVER/UNDER EST.
 -0.88 %

3.85 mi of hot mix asphalt cold milling and resurfacing on US-131BR from south of M-42 (south junction) to south of 41 1/2 Road and on M-66/M-55 from north of Jennings Road to south of M-55 (north junction) in the cities of Manton and Lake City, Wexford and Missaukee Counties. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 474,522.10	Same	1 **
Pyramid Paving & Contracting	\$ 503,229.32	Same	2
Elmer's Crane & Dozer, Inc.	\$ 563,295.92	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

52477A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49663.

111.	LETTING OF JANUARY 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0601046	\$ 313,488.00	\$ 227,414.02
	PROJECT IM 63174-84048		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 08, 2006		
	COMPLETION DATE - JUNE 25, 2006		-27.46 %

14.14 mi of hot mix asphalt crack treatment on I-75 from 12 Mile Road northerly to M-59, in the cities of Madison Heights, Troy, and Auburn Hills, Oakland County. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Sealant & Concrete, Inc.	\$ 227,414.02	Same	1 **
Michigan Joint Sealing, Inc.	\$ 287,739.20	Same	2
Scodeller Construction, Inc.	\$ 294,554.00	Same	3
Freehill Asphalt, Inc.	\$ 359,492.76	Same	4
Municipal Construction Inc.	\$ 584,176.00	Same	5
Fahrner Asphalt Sealers, Inc.			

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

84048A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48098.

114. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601049
 PROJECT MG 77031-84052
 LOCAL AGRMT.
 START DATE - MAY 22, 2006
 COMPLETION DATE - MAY 27, 2006

ENG. EST.
 \$ 237,987.77

LOW BID
 \$ 213,528.88

% OVER/UNDER EST.
 -10.28 %

2.46 mi of joint sealing, concrete pavement repair, patching and spall repair on I-94BL (Gratiot Avenue) from Range Road easterly to M-29 in the city of Marysville, St. Clair County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kelcris Corporation	\$ 213,528.88	Same	1 **
Scodeller Construction, Inc.	\$ 238,857.65	Same	2
Causie Contracting, Inc.	\$ 708,863.00	Same	3
Snowden, Inc.			
Florence Cement Company			
Interstate Sealant & Concrete, Inc.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

84052A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48040.

116. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601051
 PROJECT STT 52055-85878
 LOCAL AGRMT.
 START DATE - SEPTEMBER 11, 2006
 COMPLETION DATE - 8 working days

ENG. EST.
 \$ 289,444.29

LOW BID
 \$ 260,067.51

% OVER/UNDER EST.
 -10.15 %

2.02 mi of hot mix asphalt overlay on M-553 from north of Kelly Johns Drive northerly to south of County Road NF, Marquette County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 260,067.51	Same	1 **
Payne & Dolan, Inc.	\$ 285,803.27	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85878A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49841.

119. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601054
 PROJECT STT 77052-84053
 LOCAL AGRMT.
 START DATE - MAY 29, 2006
 COMPLETION DATE - JUNE 10, 2006

ENG. EST.
 \$ 437,708.32

LOW BID
 \$ 438,875.00

% OVER/UNDER EST.
 0.27 %

3.94 mi of removal and resurfacing of hot mix asphalt shoulders, on M-29 from River Road to Bunce Avenue, in the city of Marysville, St. Clair County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 438,875.00	Same	1 **
Ace Asphalt & Paving Co.	\$ 439,585.00	Same	2
Ajax Paving Industries, Inc.	\$ 440,060.00	Same	3
Florence Cement Company	\$ 452,257.75	Same	4
John Carlo, Inc.	\$ 476,199.00	Same	5
Pro-Line Asphalt Paving Corp.	\$ 477,631.35	Same	6

6 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

84053A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48040.

LOCAL PROJECTS

120.	LETTING OF JANUARY 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0601007	\$ 1,013,407.10	\$ 884,365.96
	PROJECT STUL 28420-59619, ETC		
	LOCAL AGRMT. 05-5477, 05-5478		% OVER/UNDER EST.
	START DATE - APRIL 17, 2006		
	COMPLETION DATE - AUGUST 31, 2006		-12.73 %

0.27 mi of street reconstruction, including concrete curb and gutter, storm sewers, drainage structures, hot mix asphalt paving and pavement markings on Woodmere Avenue from south city limits north to Carver Street, 0.25 mi of street reconstruction, on Woodmere Avenue from south city limits to Premier Street and construct sidewalks and raised curb and guttered medians with bricks on Woodmere Avenue from Premier Street to Carver Street, in the city of Traverse City, Grand Traverse County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 884,365.96	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 896,954.36	Same	2
D. J. McQuestion & Sons, Inc.	\$ 917,526.43	Same	3
Eastlund Concrete Construction	\$ 1,016,892.05	Same	4
Rieth-Riley Construction Co., Inc.	\$ 1,025,810.84	Same	5
M & M Excavating Co., Inc.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

59619A		
	Federal Highway Administration Funds	81.85 %
	City of Traverse City	18.15 %
59620A		
	Grand Traverse County	25.63 %
	Federal Highway Administration Funds	74.37 %
83662A		
	Grand Traverse County	25.00 %
	Federal Highway Administration Funds	75.00 %

Zip Code: 49686.

122. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601009
 PROJECT STU 25402-81675
 LOCAL AGRMT. 05-5523
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.
 \$ 221,357.43

LOW BID
 \$ 207,951.80

% OVER/UNDER EST.
 -6.06 %

0.51 mi of hot mix asphalt cold milling and resurfacing with
 limestone shoulders on Fenton Road from Thomson Road to Ray
 Road, in Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 207,951.80	Same	1 **
Lois Kay Contracting Co.	\$ 211,398.85	Same	2
Cadillac Asphalt, LLC.	\$ 215,203.07	Same	3
Florence Cement Company	\$ 245,553.34	Same	4
Barrett Paving Materials, Inc.	\$ 253,716.86	Same	5
Pro-Line Asphalt Paving Corp.	\$ 286,283.24	Same	6

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

81675A
 Genesee County 18.15 %
 Federal Highway Administration Funds 81.85 %

Zip Code: 48430.

123. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601010
 PROJECT STU 25402-81672
 LOCAL AGRMT. 05-5524
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.
 \$ 468,871.25

LOW BID
 \$ **431,642.72**

% OVER/UNDER EST.
 -7.94 %

1.03 mi of hot mix asphalt cold milling and resurfacing
 with limestone shoulders on Fenton Road from North Long Lake
 Road to Thompson Road, in Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 431,642.72	Same	1 **
Cadillac Asphalt, LLC.	\$ 433,140.58	Same	2
Lois Kay Contracting Co.	\$ 439,078.74	Same	3
Florence Cement Company	\$ 488,350.19	Same	4
Barrett Paving Materials, Inc.	\$ 510,434.83	Same	5
ABC Paving Company			
Pro-Line Asphalt Paving Corp.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

81672A

Genesee County	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 48430.

124. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601011
 PROJECT STUL 11413-74590
 LOCAL AGRMT. 05-5495
 START DATE - MAY 15, 2006
 COMPLETION DATE - JUNE 15, 2006

ENG. EST.
 \$ 137,558.50

LOW BID
 \$ 129,892.42

% OVER/UNDER EST.
 -5.57 %

0.26 mi of hot mix asphalt cold milling, hot mix asphalt paving and storm sewer work on Broadway Avenue from Emery Avenue to May Street in the city of Benton Harbor, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northern Construction Services, Co.	\$ 129,892.42	Same	1 **
Kalin Construction Co., Inc.	\$ 130,339.31	Same	2
Quantum Construction Company, Inc.	\$ 162,842.80	Same	3
Kamminga & Roodvoets, Inc.	\$ 179,759.90	Same	4
Kelcris Corporation			
Michigan Paving & Materials Co.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

74590A

City of Benton Harbor	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 49023.

125. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601012
 PROJECT STH 47609-80600-2
 LOCAL AGRMT. 05-5226
 START DATE - APRIL 15, 2006
 COMPLETION DATE - 75 calendar days

ENG. EST.
 \$ 438,301.75

LOW BID
 \$ 494,565.12

% OVER/UNDER EST.
 12.84 %

0.40 mi of roundabout construction including hot mix asphalt paving, concrete paving, earthwork, roadway obliteration and concrete curb and gutter on Kensington Road at Jacoby Road intersection, Livingston County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 494,565.12	Same	1 **
Cadillac Asphalt, LLC.	\$ 497,436.55	Same	2
Sunset Excavating, Inc./GM & Sons	\$ 511,543.07	Same	3
Peter A. Basile Sons, Inc.	\$ 523,130.89	Same	4
Barrett Paving Materials, Inc.	\$ 539,947.75	Same	5
Florence Cement Company	\$ 548,672.89	Same	6
Eastlund Concrete Construction	\$ 621,011.70	Same	7
Six-S, Inc.	\$ 636,427.34	Same	8
Kelcris Corporation			
Ajax Paving Industries, Inc.			
Pamar Enterprises, Inc.			
Goretski's Construction Company			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80600A

Livingston County 20.00 %

Federal Highway Administration Funds 80.00 %

Zip Code: 48380.

127. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601014
 PROJECT STH 39609-80593
 LOCAL AGRMT. 05-5174
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2006

ENG. EST.
 \$ 373,788.75

LOW BID
 \$ 391,526.58

% OVER/UNDER EST.
 4.75 %

0.39 mi of hot mix asphalt paving, earthwork, drainage and traffic signal work on South Sprinkle Road at the intersection of Romence Road/Bishop Road, in the city of Portage, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 391,526.58	Same	1 **
Nashville Construction Company	\$ 451,706.15	Same	2
Aggregate Industries-Central Region	\$ 543,069.33	Same	3

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80593A
 Kalamazoo County 20.31 %
 Federal Highway Administration Funds 79.69 %

Zip Code: 49002.

129. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601016
 PROJECT STU 25402-81760
 LOCAL AGRMT. 05-5453
 START DATE - MAY 01, 2006
 COMPLETION DATE - AUGUST 01, 2006

ENG. EST.
 \$ 802,582.50

LOW BID
 \$ 690,418.35

% OVER/UNDER EST.
 -13.98 %

0.37 mi of pavement removal, concrete curb and gutter and
 hot mix asphalt pavement on Court Street from I-475 to Avon
 Street in the city of Flint, Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 690,418.35	Same	1 **
Cadillac Asphalt, LLC.	\$ 799,966.60	Same	2
Barrett Paving Materials, Inc.	\$ 817,647.75	Same	3
Lois Kay Contracting Co.	\$ 836,774.75	Same	4
Angelo Iafrate Construction Company	\$ 856,893.35	Same	5
Florence Cement Company			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

81760A
 Federal Highway Administration Funds 81.85 %
 City of Flint 18.15 %

Zip Code: 48503.

130. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601039
 PROJECT SUG 63459-85521
 LOCAL AGRMT. 05-5513
 START DATE - 10 days after award
 COMPLETION DATE - MAY 19, 2006

ENG. EST.
 \$ 286,950.00

LOW BID
 \$ 277,829.00

% OVER/UNDER EST.
 -3.18 %

Traffic signal controller upgrade at 35 locations county wide, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 277,829.00	Same	1 **
Motor City Electric Utilities Co.	\$ 285,658.81	Same	2
Rauhorn Electric, Inc.	\$ 289,868.60	Same	3
Trans Tech Electric Limited Partner	\$ 304,960.00	Same	4
Alpha Electric, Inc.	\$ 307,361.00	Same	5
J. Ranck Electric, Inc.	\$ 312,209.61	Same	6
Transformer Inspection Retrofill	\$ 333,446.10	Same	7
Posen Construction, Inc.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

85521A

Federal Highway Administration Funds

100 %

Zip Code: 48328.

131. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601040
 PROJECT STU 82400-85395-2
 LOCAL AGRMT. 05-5400
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2006

ENG. EST.
 \$ 928,000.00

LOW BID
 \$ 970,763.53

% OVER/UNDER EST.
 4.61 %

1.7 mi of hot mix asphalt, cold milling, resurfacing and drainage improvements on Berg Street, West Chicago Street, Cecil Street, Mack Street and East Vernor Street, in the city of Detroit, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 970,763.53	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,012,851.69	Same	2
Barrett Paving Materials, Inc.	\$ 1,197,402.00	Same	3
John Carlo, Inc.	\$ 1,223,252.25	Same	4
Peter A. Basile Sons, Inc.	\$ 1,523,897.03	Same	5
Florence Cement Company			
ABC Paving Company			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

85395A

City of Detroit

18.15 %

Federal Highway Administration Funds

81.85 %

Zip Code: 48214.

132. LETTING OF JANUARY 06, 2006
 PROPOSAL 0601041
 PROJECT STU 82457-83655
 LOCAL AGRMT. 05-5448
 START DATE - APRIL 15, 2006
 COMPLETION DATE - 80 working days

ENG. EST.
 \$ 2,264,456.45

LOW BID
 \$ 2,387,351.01

% OVER/UNDER EST.
 5.43 %

1.74 mi of resurfacing, including cold milling hot mix asphalt surface, concrete curb cap repair, adjusting drainage structures, pavement and structure rehabilitation and pavement markings on Southfield Road from Fort Street to Jefferson Road, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 2,387,351.01	Same	1 **
Ajax Paving Industries, Inc.	\$ 2,557,777.50	Same	2
Barrett Paving Materials, Inc.	\$ 2,587,486.90	Same	3
Peter A. Basile Sons, Inc.	\$ 2,658,183.26	Same	4
John Carlo, Inc.			
Florence Cement Company			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

83655A

Wayne County

18.15 %

Federal Highway Administration Funds

81.85 %

Zip Code: 48146.

REAL ESTATE PROJECTS

133.	LETTING OF JANUARY 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0601056	\$ 45,800.00	\$ 27,062.00
	PROJECT M 23071-79794B01		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 31, 2006		-40.91 %

Demolition of department owned real estate parcels in Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
E.T. MacKenzie Company	\$ 27,062.00	Same	1 **
North American Dismantling Corp.	\$ 28,200.00	Same	2
S.A. Torello, Inc.	\$ 34,300.00	Same	3
Bierlein Companies, Inc.			
Pitsch Wrecking Company			
Homrich, Inc.			

3 Bidders

Purpose/Business Case: The purpose of this demolition is to remove improvements from acquired property and perform other work associated with the reconstruction of Hartel Road (M-100) intersection at St. Joe highway.

Benefit: Demolishing farmhouse and outbuildings eliminates the expense of numerous and costly repairs and avoids potential liability from trespassers and potential health risk due to noncompliance with state and county codes. Complying with state and local ordinances adds additional time to projects. Demolishing the house and other buildings will resolve current issues and when construction takes place at a later date, delays will be held to a minimum.

Funding Source:

79794B01

State Restricted Trunkline Funds	100	%
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Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: If demolition of these improvements is not performed, MDOT risks future liability.

Cost Reduction: Demolishing the improvements at this time will eliminate ongoing maintenance cost.

Selection: Low Bid.

New Project Identification: This is a Real Estate Support Area demolition contract in the University Region.

Zip Code: 48837.

EXTRAS

134. **Extra 2006 - 003**

Control Section/Job Number: 33035-51771 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Rieth-Riley Construction Co., Inc.
P.O. Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$20,970,548.82

Description of Project:

12.89 miles of rubblizing and hot mix asphalt overlay, concrete pavement restoration, hot mix asphalt shoulders, guardrail upgrade, and bridge rehabilitation on 12 structures on US-127 from south of M-36 (Cedar Street) to north of I-96 and from Trowbridge Road to I-69 in the cities of Mason, Lansing and East Lansing, in the townships of Vevay, Alaiedon, Delhi, Lansing, and DeWitt, in Ingham and Clinton Counties.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 7, 2005	
Original Contract Amount:	\$20,263,823.29	
Total of Overruns/Changes (Approved to Date):	694,660.54	+ 3.43%
Total of Extras/Adjustments (Approved to Date):	289,002.48	+ 1.43%
Total of Negative Adjustments (Approved to Date):	-675.00	+ 0.00%
THIS REQUEST	<u>268,676.10</u>	<u>+ 1.33%</u>
Revised Total	<u>\$21,515,487.41</u>	+ 6.19%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.86% over the original budget for an **Authorized to Date Amount** of \$21,246,811.31.

Approval of this extra will place the authorized status of the contract 6.19% or \$1,251,664.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-140	13 r. 1	\$155,000.00	12/06/05

Contract Modification Number(s): 15

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 15

Diamond Grinding, Conc, Structures	7,676.460 Syd @ \$35.00/Syd	\$268,676.10
Total		<u>\$268,676.10</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to diamond grind all mainline US-127 bridge decks within the project limits. The mainline roadway was reconstructed and the existing bridges involved only rehabilitation work. The bridge deck diamond grinding was completed to improve the overall ride quality of the roadway. This will also reduce future maintenance of the roadway and bridge decks by reducing the impact of dynamic loading. The extra cost for Diamond Grinding, Conc, Structures was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48854.

135. **Extra 2006 - 004**

Control Section/Job Number: 11051-79453 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Northern Indiana Construction Co., Inc.
P.O. Box 1333
Mishawaka, IN 46546

Designed By: Consoer Townsend Envirodyne Engineers of Michigan, Inc.
Engineer's Estimate: \$711,509.57

Description of Project:

Replacement of the existing culvert, scour protection, slope restoration, and approach work on US-31BR and M-51 over Brandywine Creek in Niles Township, Berrien County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 19, 2005	
Original Contract Amount:	\$634,050.79	
Total of Overruns/Changes (Approved to Date):	5,570.84	+ 0.88%
Total of Extras/Adjustments (Approved to Date):	30,599.00	+ 4.83%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>116,205.54</u>	<u>+ 18.33%</u>
Revised Total	<u>\$786,426.17</u>	+ 24.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.71% over the original budget for an **Authorized to Date Amount** of \$670,220.63.

Approval of this extra will place the authorized status of the contract 24.04% or \$152,375.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Aggregate, 6A	240.000 Cyd @ \$33.92/Cyd	\$8,140.80
Cofferdams, Temporary	1.000 LS @ \$48,589.19/LS	48,589.19
Structures, Rem Portions, Footings	1.000 LS @ \$59,475.55/LS	59,475.55
Total		<u>\$116,205.54</u>

Reason(s) for Extra(s)/Adjustment(s):

The project involved the emergency replacement of an existing cracked culvert. The project plans call for removal of the existing culvert and salvaging the supporting footings and a short section of wall. The project was designed so construction operations of the new culvert would not impact the existing creek. After beginning work in the southeast quadrant and investigating the northeast quadrant, it was determined that the original culvert design would not work. The proposed footings could not be salvaged in conjunction with the construction of the new footings, as there was not enough room. The culvert had been previously extended and the original culvert facilities could not be accurately determined during the design phase nor were as-built plans available. The new footings required more area for construction operations than was available in the existing site conditions. Therefore, the existing footings were removed to properly build the new culvert. Recovery of extra costs will not be pursued against the project

designer, as the field conditions could not have been known for the reasons as described above.

The removal of the existing footings created a cavity in the streambed, which was not acceptable. The cavities were backfilled with clean aggregate and riprap was placed from the streambed up to the temporary cofferdam. The extra cost for Aggregate, 6A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

The project stream is a recognized Michigan Department of Natural Resources trout stream, which requires that no additional sediments be allowed into the stream. Temporary cofferdams were necessary for footing removal and placement operations to isolate the work area. These cofferdams reduced the impact to the waterway, provided a work area that could be dewatered, and were placed in each of the four quadrants. The extra cost for Cofferdams, Temporary was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when reviewed with similar projects and compared with MDOT's Average Unit Price Index for work of similar nature.

The contractor was directed to remove the remaining portion of the culvert walls and footings that were not removed as part of the original bid item Structures, Rem Portions. These items were determined to be in conflict with the proposed culvert as described above. This extra work will allow the proper placement of the new culvert and footings. The extra cost for Structures, Rem Portions, Footings was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared to original contract bid items. The extra cost for this work was directly reduced by \$4,736 in saw cutting work that was no longer necessary. The contractor agreed to reduce the negotiated cost by this amount, as the subcontract was no longer necessary.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49120.

136. **Extra 2006 - 005**

Control Section/Job Number: 82023-51493 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: URS Corporation Great Lakes
Parsons Brinckerhoff Michigan, Inc.
Consoer Townsend Envirodyne Engineers of Michigan, Inc.
T.Y. Lin International Great Lakes, Inc.

Engineer's Estimate: \$13,858,709.31

Description of Project:

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning and coating, beam end repair, bearing replacements, three beam retrofit, and pedestrian fence on S24 southbound M-10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	1,083,099.36	+ 6.78%
Total of Extras/Adjustments (Approved to Date):	1,378,511.70	+ 8.62%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>265,051.44</u>	<u>+ 1.66%</u>
Revised Total	<u>\$18,710,775.04</u>	+ 17.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.40% over the original budget for an **Authorized to Date Amount** of \$18,445,723.60.

Approval of this extra will place the authorized status of the contract 17.06% or \$2,726,662.50 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-27	15 r. 2	\$400,000.00	03/01/05
2005-56	19 r. 4, 21, 22	\$133,511.99	05/03/05
2005-58	18	\$6,196.68	06/07/05
2005-69	23 r. 1, 26 r. 2, 28	\$76,969.97	06/21/05
2005-130	32 r. 1	\$192,011.53	11/01/05

Contract Modification Number(s): 27 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 27

S41 Lateral Bracing	\$86,705.15
Demolition of Bay A-B Spans 11 and 12	22,859.73
S41 Repair of Spans 11 and 12	145,718.76
Idle Equipment	9,767.80
Total	<u>\$265,051.44</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 27

The existing fascia beams in spans 11 and 12 rotated during concrete deck placement of spans 9 through 13. The rotation of the beams was not a result of contractor workmanship or methods. It was determined that the weight of the fresh concrete was not taken into consideration during the design phase. The wet concrete load could not be completely absorbed by the bridge beams and thus the beams rotated during placement of the concrete. The project designer for this bridge, T.Y. Lin International Great Lakes, Inc., has been notified that the alternate dispute resolution process will be pursued for recovery of extra costs. The contractor was directed to install a lateral bracing system on the bridge that consisted of wood blocking and reinforcing steel. The bracing system prevented beam rotation while completing the remaining bridge deck concrete pours. The extra cost for S41 Lateral Bracing is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing fascia beams, as described above, rotated during concrete deck placement. The respective fascia beam portion of the bridge deck was removed in order to investigate the condition of the beams. When the new deck was removed, the bridge beams rebounded back to their original position. Wood struts were used between the fascia beam and the interior beam to prevent re-rotation during concrete placement. The extra cost for Demolition of Bay A-B Spans 11 and 12 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to reconstruct the concrete bridge deck that was removed to investigate the rotated bridge beams. This extra item was established to pay for the reconstruction of the bridge deck. The extra cost for S41 Repair of Spans 11 and 12 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor's equipment for constructing the bridge deck was idle while resolutions were being evaluated regarding the beam rotation issue. Only the equipment directly utilized for placement of the bridge deck was considered idle during this time. The extra cost for Idle Equipment is based on force account records, Section 109.03.A.4, and Section 109.03.C.2.a of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.17%, City of Detroit, 1.83%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48201, 48202, 48208.

137. **Extra 2006 - 006**

Control Section/Job Number:	82062-54939-2	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Rauhorn Electric, Inc. 17171 23 Mile Road Macomb, MI 48042	
Designed By:	Consulting Engineering Associates, Inc.	
Engineer's Estimate:	\$2,067,970.00	

Description of Project:

Installation of decorative street lighting on Michigan Avenue (US-12) from 6th Street to 20th Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	March 16, 2004	
Contract Date:	April 13, 2004	
Original Contract Amount:	\$1,267,937.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>78,110.10</u>	<u>+ 6.16%</u>
Revised Total	<u>\$1,346,047.10</u>	+ 6.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,267,937.00.

Approval of this extra will place the authorized status of the contract 6.16% or \$78,110.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Special Foundation and Ductbank	90.000 Ea @ \$867.89/Ea	<u>\$78,110.10</u>
Total		<u>\$78,110.10</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to place 90 special light foundations. The project plans depict a standard foundation and a modified foundation for the decorative street lighting. Neither of these details worked for 90 of the 131 planned foundation locations because of field utility conflicts. The contractor was directed to hand dig the foundations, remove and relocate any existing public utility conduit and wiring, and form and pour a spread foundation to avoid the public utility conflicts. The extra cost for Special Foundation and Ductbank was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with field records of work performed and force account records of similar work. There are no offsetting original bid items for this work, as the extra cost is in addition to original bid cost for foundation work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69%; City of Detroit, 31%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

138. **Extra 2006 - 007**

Control Section/Job Number: 82062-59881 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$17,801,817.81

Description of Project:

3.3 km of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	158,737.74	+ 0.92%
Total of Extras/Adjustments (Approved to Date):	2,704,413.26	+ 15.74%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>327,467.00</u>	<u>+ 1.91%</u>
Revised Total	<u>\$20,375,395.59</u>	+ 18.57%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.66% over the original budget for an **Authorized to Date Amount** of \$20,047,928.59.

Approval of this extra will place the authorized status of the contract 18.57% or \$3,190,618.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-111	14 r. 1	\$416,797.42	10/04/05
2005-122	22 r. 1	\$370,000.00	11/01/05
2005-143	24, 25 r. 1	\$1,816,436.12	12/06/05

Contract Modification Number(s): 28

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 28

Sidewalk, Conc, 100 mm Coloring	4,900 m2 @ \$66.83 / m2	<u>\$327,467.00</u>
Total		<u>\$327,467.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 28

The contractor was directed to place colored sidewalk in the greenway between the back of curb and the new project sidewalk. This area was intended to be grass but was enhanced with colored sidewalk as part of a \$1.5 million enhancement grant authorized by MDOT and the FHWA. The TSC believed the enhancement grant work could be added directly to the project, but it was later determined that this option was not available. The enhancement work was then incorporated into the project without federal funds in order to coordinate the work with the main roadway project and eliminate the need to remove and replace facilities the following year. The FHWA has provided approval for this portion of the additional enhancement work to be partially funded with federal funds under the main project category. The extra cost for Sidewalk, Conc, 100 mm Coloring was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items and other projects in the region.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 71.31%; State Restricted Trunkline, 14.13%; City of Detroit 13.23%; City of Dearborn, 1.10%; Detroit Edison, 0.13%; SBC Communications, 0.10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

139. **Extra 2006 - 008**

Control Section/Job Number: 21024-54140 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Payne & Dolan, Inc.
P O Box 351
Gladstone, MI 49837

Designed By: MDOT
Engineer's Estimate: \$2,128,138.15

Description of Project:

9.873 miles of hot mix asphalt cold milling and resurfacing, guardrail improvements and culvert extensions on US-2 from west of the US-2/County Road J-31 intersection easterly to the west approach of the Sturgeon River Bridge including the bridge over the Ogontz River in Ensign, Masonville and Nahma Townships, Delta County.

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 7, 2004	
Original Contract Amount:	\$2,197,040.36	
Total of Overruns/Changes (Approved to Date):	78,044.16	+ 3.55%
Total of Extras/Adjustments (Approved to Date):	110,317.86	+ 5.02%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>154,546.55</u>	<u>+ 7.03%</u>
Revised Total	<u>\$2,539,948.93</u>	+ 15.60%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.57% over the original budget for an **Authorized to Date Amount** of \$2,385,402.38.

Approval of this extra will place the authorized status of the contract 15.60% or \$342,908.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Shoulder Wedging

1.000 LS @ \$154,546.55

\$154,546.55

Total

\$154,546.55

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to place an asphalt wedge on the roadway shoulder after completion of the leveling course. Numerous areas were deficient from the as-planned cross section slope due to the variability of the existing cross section. These shoulder areas were wedged with asphalt prior to placement of the final asphalt course. The asphalt wedging allowed the proper roadway slope to be placed on the final asphalt course. The extra cost for Shoulder Wedging is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49878.

140. **Extra 2006 - 009**

Control Section/Job Number: 09101-79140 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: J. Slagter & Son Construction Co.
1326 142nd Avenue
Wayland, MI 49348

Designed By: MDOT
Engineer's Estimate: \$305,999.78

Description of Project:

11.638 miles of guardrail removal and replacement on US-10 from Patrick Road easterly to I-75/US-10 interchange in the village of Auburn, in the townships of Williams and Monitor, Bay and Midland Counties.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 7, 2004	
Original Contract Amount:	\$417,790.35	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	47,500.00	+ 11.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>9,630.00</u>	<u>+ 2.30%</u>
Revised Total	<u>\$474,920.35</u>	+ 13.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.37% over the original budget for an **Authorized to Date Amount** of \$465,290.35.

Approval of this extra will place the authorized status of the contract 13.67% or \$57,130.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Embankment, LM

321.000 Cyd @ \$30.00/Cyd

\$9,630.00**Total****\$9,630.00****Reason(s) for Extra(s)/Adjustment(s):**

The extra item Embankment, LM was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

The contractor was directed to place embankment at median guardrail anchorage locations. The embankment will allow the proper drainage of water and will provide a safe approach area to the guardrail anchorage. The extra cost for Embankment, LM was negotiated per section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on other region projects.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48611.

141. **Extra 2006 - 010**

Control Section/Job Number: 23081-53259 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: MDOT
Engineer's Estimate: \$1,301,813.38

Description of Project:

Emergency heat straightening of west fascia beam, replace intermediate steel diaphragm connection plates on S06, deck overlay, joint replacement, pin and hanger replacement, railing replacement, painting, minor substructure repair, concrete patching repairs, and approach work on I-496, S03 and S04 at Canal Road, S05 at Creyts Road and S06 at Snow Road in Delta Township, Eaton County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 25, 2005	
Original Contract Amount:	\$1,195,150.93	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	119,654.56	+ 10.01%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>39,631.58</u>	<u>+ 3.32%</u>
Revised Total	<u>\$1,354,437.07</u>	+ 13.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.01% over the original budget for an **Authorized to Date Amount** of \$1,314,805.49.

Approval of this extra will place the authorized status of the contract 13.33% or \$159,286.14 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-66	1	\$76,583.26	06/07/05
2005-99	3	\$7,985.98	09/06/05
2005-106	4, 5 r. 1	\$35,085.32	10/04/05

Contract Modification Number(s): 6 r. 3, 7, 13

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Reinforcement Modifications, Snow Road	\$1,674.00
Removal of Existing Flowable Fill, S04 of 23081	1,151.85
Pavt Mrkg, Ovly Cld Plas, 12", X-Hat, White S04 of 23081	131.25
Pavt Mrkg, Ovly Cld Plas, 12", X-Hat, Yellow S04 of 23081	<u>1,818.75</u>
Total	<u>\$4,775.85</u>

CM 7

Conc Barrier, Temp, Relocated	180.000 Ft @ \$26.31/Ft	\$4,735.80
Pavt Mrkg, Longit, 6" or Less Width, Rem	7,912.000 Ft @ \$0.40/Ft	3,164.80
Pavt Mrkg, Longit, Greater 6" Width, Rem	1,176.000 Ft @ \$0.50/Ft	588.00
Pavt Mrkg, Type NR, Paint, 4", White, Temp	438.000 Ft @ \$1.38/Ft	604.44
Pavt Mrkg, Type NR, Tape, 4", Yellow, Temp	1,594.000 Ft @ \$1.38/Ft	
<u>2,199.72</u>		
Total		<u>\$11,292.76</u>

CM 13

Truck Mtd Attenuator, Furn	3.000 Mo @ \$3,300.00/Mo	\$9,900.00
Truck Mtd Attenuator, Oper	3.000 Mo @ \$568.49/Mo	1,705.47
Guardrail Reconstruct Bridge Anchor	5.000 Ea @ \$927.50/Ea	4,637.50
Guardrail Approach Terminal, Type 2B	2.000 Ea @ \$2,760.00/Ea	5,520.00
Guardrail, Type B	100.000 Ft @ \$18.00/Ft	1,800.00
Total		<u>\$23,562.97</u>

Grand Total**\$39,631.58****Reason(s) for Extra(s)/Adjustment(s):****CM 6**

The details in the project plans depicted an incorrect size for the rebar that was required in the new concrete barrier wall. The project details did not allow for the standard three inch cover between the end of steel rebar and the end of concrete pour. The rebar was ordered and placed in the field prior to discovery of the error. The rebar was field modified (shortened) to allow the proper cover between the steel rebar and concrete. The extra cost for Reinforcement Modifications, Snow Road is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Existing concrete debris was encountered during placement of the new bridge approach curb and gutter. This concrete was previously placed to prevent a soil erosion problem and it was in conflict with the planned work. The contractor was directed to remove the concrete debris. The extra cost for Removal of Existing Flowable Fill, S04 of 23081 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Existing pavement markings were in conflict with the proposed maintaining traffic plan. The contractor was directed to remove the conflicting pavement markings. The extra items Pavt Mrkg, Ovly Cld Plas, 12", X-Hat, White, S04 of 23081 and Pavt Mrkg, Ovly Cld Plas, 12", X-Hat, Yellow, S04 of 23081 were established to replace the pavement markings upon work completion. The extra cost for Pavt Mrkg, Ovly Cld Plas, 12", X-Hat, White, S04 of 23081 and Pavt Mrkg, Ovly Cld Plas, 12", X-Hat, Yellow, S04 of 23081 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 7

The contractor was directed to relocate the temporary concrete barrier at one project bridge to provide safety for the work environment and the motoring public. Temporary concrete barrier was an original bid item, but the relocation pay item was accidentally omitted from the original bid items. The extra cost for Conc Barrier, Temp, Relocated was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Existing pavement markings were in conflict with the proposed maintaining traffic plan. The contractor was directed to remove the conflicting pavement markings. The extra items Pavt Mrkg, Longit, 6" or Less Width, Rem and Pavt Mrkg, Longit, Greater 6" Width, Rem were established to remove the conflicting pavement markings. The extra items Pavt Mrkg, Type NR, Paint, 4", White, Temp and Pavt Mrkg, Type NR, Tape, 4", Yellow, Temp were established to provide safe and proper traffic control for the motoring public. The extra cost for each of these items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 13

The extra work items Truck Mtd Attenuator, Furn and Truck Mtd Attenuator, Oper were established on a previous contract modification. This increase will adjust the previously authorized quantities to the final as-constructed quantities.

Truck mounted attenuators were utilized to protect the work zone. These attenuators absorb energy during impact from an errant vehicle and were utilized during bridge rehabilitation work. The extra cost for Truck Mtd Attenuator, Furn and Truck Mtd Attenuator, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The following items are newly established on this contract modification.

The contractor was directed to reconstruct the guardrail at five locations to better fit the existing field conditions. It was discovered that newly placed guardrail did not properly prevent the possibility of a vehicle mounting the bridge approach curbing. The bridge downspouts were contributing to this problem and the issue was not discovered until all the work was complete. Therefore, the guardrail installations required modifications to provide adequate safety for the motoring public. The extra cost for Guardrail Reconstruct Bridge Anchor was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The contractor was directed to obtain and place additional guardrail and guardrail endings to properly transition the new barrier wall to the existing guardrail. These guardrail items were inadvertently omitted from the original bid items, but were necessary to complete the planned work. The extra cost for Guardrail Approach Terminal, Type 2B and Guardrail, Type B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and are now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48917.

142. **Extra 2006 - 011**

Control Section/Job Number: 33403-55967 Local Agency Project

State Administrative Board - This project is under \$800,000 and extra work exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: CL Trucking & Excavating, LLC.
1820 North Jefferson Street
Ionia, MI 48846

Designed By: Fitzgerald Henne & Associates, Inc.
Engineer's Estimate: \$610,590.76

Description of Project:

0.45 miles of road reconstruction and widening from two to three lanes, including hot mix asphalt pavement, sewer construction, and miscellaneous related work, on Washington Avenue from Edgewood Boulevard to Miller Road, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	March 17, 2005	
Original Contract Amount:	\$471,438.43	
Total of Overruns/Changes (Approved to Date):	2,427.50	+ 0.51%
Total of Extras/Adjustments (Approved to Date):	59,042.60	+12.52%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,581.35</u>	<u>+ 2.46%</u>
Revised Total	<u>\$544,489.88</u>	+ 15.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.03% over the original budget for an **Authorized to Date Amount** of \$532,908.53.

Approval of this extra will place the authorized status of the contract 15.49% or \$73,051.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-100	2 r. 1	\$16,165.00	09/06/05

Contract Modification Number(s): 4, 5, 7, 8, 9, 10

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4		
Sanitary Sewer Service, 6"	1.000 LS @ \$3,988.00/LS	<u>\$3,988.00</u>
Total		<u>\$3,988.00</u>
CM 5		
Yard Basin, 2' Dia	1.000 Ea @ \$3,235.00/Ea	<u>\$3,235.00</u>
Total		<u>\$3,235.00</u>
CM 7		
Curb Box, Adj	18.000 Ea @ \$95.00/Ea	<u>\$1,710.00</u>
Total		<u>\$1,710.00</u>
CM 8		
Contractor Claim for Sand	1.000 LS @ \$1,606.50/LS	<u>\$1,606.50</u>
Total		<u>\$1,606.50</u>
CM 9		
Sign Type III, Rem, Salv, Erect	2.000 Ea @ \$50.00/Ea	<u>\$100.00</u>
Total		<u>\$100.00</u>
CM 10		
Sewer, CI IV, 24 inch, Tr Det B	21.000 Ft @ \$44.85/Ft	<u>\$941.85</u>
Total		<u>\$941.85</u>
Grand Total		<u>\$11,581.35</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 4

The owner of an oversized property lot requested an additional sanitary sewer service. The property owner would like to sell the south half of the property, which was not serviced by the sanitary sewer. Placement of the sanitary service in conjunction with this project will avoid future disruption of the local roadway and will minimize maintenance issues. This extra work is 100 percent funded by the local agency. The extra cost for Sanitary Sewer Service, 6" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on local projects.

CM 5

An area located behind the curb and gutter was not draining properly. The elevation of the roadway in this area could not be altered due to the location of several local utilities. Therefore, it was determined that a drainage basin should be placed at the low spot in the area between the curb and the sidewalk. A drainage basin in this area was inadvertently omitted from the original design plans. This basin will allow the proper conveyance of storm water and prevent loss of support of the sidewalk and curb and gutter. The extra cost for Yard Basin, 2' Dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects.

CM 7

Several water service curb boxes needed adjustment after final roadway and sidewalk grades were determined. The contractor was directed to bring these curb boxes to the proper final grade. A pay item for this work was inadvertently omitted from the original design bid items. The extra cost for Curb Box, Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects.

CM 8

The contractor submitted a claim per Section 104.09 of the 2003 Standard Specifications for Construction. After further review, the local agency determined they were responsible for one third of the claimed amount, as the project plans and proposal were not clear in the requirements for trench backfill material. This extra work is 100 percent funded by the local agency. The extra cost for Contractor Claim for Sand was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is based on submitted force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 9

The contractor was directed to remove and salvage two road signs that were in conflict with construction operations. The contractor reinstalled the road signs at the completion of the project. The extra cost for Sign Type III, Rem, Salv, Erect was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work and MDOT's Average Unit Price Index.

CM 10

Class IV 24 inch storm sewer was shown on the project plans, but was inadvertently omitted from the original bid items. The sewer was necessary to complete the planned work. The extra cost for Sewer, CI IV, 24 inch, Tr Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid costs.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Lansing, 18.15% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48911.

143. **Extra 2006 - 012**

Control Section/Job Number: 63020-49695 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Hubbell, Roth & Clark, Inc.
Engineer's Estimate: \$1,858,929.00

Description of Project:

Removal of a single span steel beam bridge, construction of a pre-stressed concrete I-beam bridge and related approach work on 11 Mile Road over the Rouge River, in Southfield Township, city of Southfield, Oakland County

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 10, 2004	
Original Contract Amount:	\$1,530,481.73	
Total of Overruns/Changes (Approved to Date):	(59,721.00)	- 3.90%
Total of Extras/Adjustments (Approved to Date):	289,566.57	+ 18.92%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>3,118.83</u>	<u>+ 0.20%</u>
Revised Total	<u>\$1,763,446.13</u>	+ 15.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.02% over the original budget for an **Authorized to Date Amount** of \$1,760,327.30.

Approval of this extra will place the authorized status of the contract 15.22% or \$232,964.40 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-32	2 r. 5	\$21,357.07	04/05/05
2005-70	6 r. 3	\$8,981.90	06/21/05
2005-76	5 r. 3	\$30,828.84	07/05/05
2005-83	3 r. 7	\$137,477.00	08/02/05

Contract Modification Number(s): 8

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

Relocation of DTE Overhead Power, Part-2

Construction (Participating)

1.000 LS @ \$3,118.83/LS

\$3,118.83

Total

\$3,118.83

Reason(s) for Extra(s)/Adjustment(s):

The work performed to core the existing foundation slab was detailed on a previous extra request and two contract modifications. This work was required to avoid pile placement through the existing footing at each abutment. However, some of the earthwork performed regarding the foundation slab coring was misidentified and accidentally omitted from the previous force account submittals. This work included the removal of an earth ramp and backfilling an area for the project crane to reach an additional pile location behind each abutment. The extra cost for Relocation of DTE Overhead Power, Part-2 Construction (Participating) is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 79.45%; State Restricted Trunkline, 14.90%; City of Southfield, 5.65%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

144. **Extra 2006 - 013**

Control Section/Job Number: 23061-76234 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra work exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Highway Service Co., Inc.
26401 Hall Road
Woodhaven, MI 48183

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$540,347.62

Description of Project:

25.0 miles of freeway sign upgrading on I-69 from Eaton/Calhoun County line to I-96 in the cities of Olivet, Charlotte and Pottersville, in the townships of Bellevue, Walton, Carmel, Eaton, Pottersville, Windsor and Delta, Eaton County.

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	January 26, 2005	
Original Contract Amount:	\$515,539.37	
Total of Overruns/Changes (Approved to Date):	39,633.54	+ 7.69%
Total of Extras/Adjustments (Approved to Date):	28,677.65	+ 5.56%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>57,159.46</u>	<u>+ 11.09%</u>
Revised Total	<u>\$641,010.02</u>	+ 24.34%
<u>Offset Information</u>		
Total Offsets This Request	(\$18,176.00)	- 3.53%
Net Revised Request	\$38,983.46	+ 7.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.25% over the original budget for an **Authorized to Date Amount** of \$583,850.56.

Approval of this extra will place the authorized status of the contract 24.34% or \$125,470.65 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Bridge Sign Connection, Conc. Type A Delivered to Charlotte Maint. Garage	2.000 Ea @ \$235.00/Ea	\$470.00
Bridge Sign Connection, Steel, Type C	1.000 Ea @ \$2,500.00/Ea	2,500.00
Bridge Sign Connection, Steel, Type E	7.000 Ea @ \$2,714.00/Ea	18,998.00
Sign, Type IA Clearview Font Material Increase	8,008.000 Sft @ 2.95/Sft	23,623.60
Sign, Type IA Delivered to Charlotte Maint. Garage	40.000 Sft @ \$15.11/Sft	604.40
Sign, Type II, Erect, Salv	1.000 Ea @ \$50.00/Ea	50.00
Sign, Type IIA Clearview Font Material Increase	2,658.000 Sft @ \$3.50/Sft	9,303.00
Sign, Type IIA Delivered to Charlotte Maint. Garage	52.500 Sft @ \$12.50/Sft	656.25
Sign, Type IIB Delivered to Charlotte Maint. Garage	16.000 Sft @ \$12.65/Sft	202.40
Sign, Type IIIA Clearview Font Material Increase	199.950 Sft @ \$3.76/Sft	751.81
Total		<u>\$57,159.46</u>

CM 6 Offset Information

Bridge Sign Connection, Conc, Type C	-1.000 Ea @ \$2,272.00/Ea	(2,272.00)
Bridge Sign Connection, Conc, Type E	-7.000 Ea @ \$2,272.00/Ea	(15,904.00)
Total		(\$18,176.00)

Net Revised CM 6 Request**\$38,983.46****Reason(s) for Extra(s)/Adjustment(s):**

The contractor fabricated and delivered two sign connections to the project site. After delivery to the project site, it was determined that the project plans depicted an incorrect dimension for the two sign connections. It was decided to purchase these sign connections for future maintenance use on state roadway signs. The extra cost for Bridge Sign Connection, Conc. Type A Delivered to Charlotte Maint. Garage was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost is based on invoices from the fabricator of the sign connections. The cost was deemed reasonable when compared to similar project costs.

Several sign connections to bridge beams were incorrectly labeled on the plan sheets. These signs were described as being connected to concrete bridge beams, and the actual connections were to steel bridge beams. The extra cost for Bridge Sign Connection, Steel, Type C and Bridge Sign Connection, Steel, Type E were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The costs are partially offset by a \$2,272 and \$15,904 reduction in the original bid items Bridge Sign Connection, Conc, Type C and Bridge Sign Connection, Conc, Type E.

In an effort to improve mobility for the elderly on Michigan roads, MDOT made a decision to revise the legibility specifications associated with specific freeway signing. On September 2, 2004, the Federal Highway Administration gave interim approval for use of a new font, Clearview, for positive contrast legends (white) on freeway guide signs. This change was implemented statewide after the October 1, 2004, bid letting. All contractors who were

previously awarded projects affected by this change were notified of the required changes as it pertained to each contract. The sign font upgrade affected the proposed signs on this contract. The font upgrade increased the quantity of material necessary to build each sign, as the new font is slightly larger than the previous font. The increase in material could not be represented in additional pay item quantities; therefore, additional pay items were established to compensate the contractor for the additional materials. The extra cost for Sign, Type IA Clearview Font Material Increase; Sign, Type IIA Clearview Font Material Increase; and Sign, Type IIIA Clearview Font Material Increase was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is based on material invoices from the sign supplier and was deemed reasonable when compared with similar project work.

The contractor fabricated and delivered several signs to the project site. After delivery of these signs and field investigation, it was determined that new signs were already placed as part of a previous contract. The signs that were fabricated under this contract were then delivered to a MDOT facility for future use on the federal highway system. The extra cost for Sign, Type IA Delivered to Charlotte Maint. Garage; Sign, Type IIA Delivered to Charlotte Maint. Garage; and Sign, Type IIB Delivered to Charlotte Maint. Garage was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is based on actual material invoices without markup from the sign supplier and was deemed reasonable when compared with similar project work.

The contractor was directed to erect an existing sign that was salvaged. A pay item for this work was inadvertently omitted from the original bid items. The extra cost for Sign, Type II, Erect, Salv was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48813, 48876, 49076.

145. **Extra 2006 - 014**

Control Section/Job Number: 51011-59518 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Bergmann Associates, Inc.
Engineer's Estimate: \$2,423,471.28

Description of Project:

Bridge rehabilitation including structure, electrical, mechanical, approach work and traffic signal upgrades on US-31 at the Bascule Bridge over the Manistee River in the city of Manistee, Manistee County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	August 16, 2004	
Original Contract Amount:	\$2,129,888.07	
Total of Overruns/Changes (Approved to Date):	(26.14)	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	91,409.58	+ 4.29%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>170,000.00</u>	<u>+ 7.98%</u>
Revised Total	<u>\$2,391,271.51</u>	+ 12.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.29% over the original budget for an **Authorized to Date Amount** of \$2,221,271.51.

Approval of this extra will place the authorized status of the contract 12.27% or \$261,383.44 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 13, 14

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 13	
Budgetary Amount for Changing the Proposed Generator Location	<u>\$140,000.00</u>
Total	<u>\$140,000.00</u>
CM 14	
Budgetary Amount for Various Items of Work (Finger Jt., Safety Fence, Etc.)	<u>\$30,000.00</u>
Total	<u>\$30,000.00</u>
Grand Total	<u>\$170,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 13

The contractor was directed to alter the location of the project generator from the southwest bridge pier to the southeast shore. The relocation work included the construction of a generator pad and placement of conduits and wiring. The change in location allowed better serviceability to the generator. The generator allows the bridge to operate during local power outages and is part of the Homeland Security effort. The extra item Budgetary Amount for Changing the Proposed Generator Location will establish a budget amount for this extra work.

The final extra cost for Budgetary Amount for Changing the Proposed Generator Location will be based on force account records, per Section 109.07 of the 2003 Standard Specifications for Construction. This budgeted amount also includes idle time inefficiencies while the re-design of the generator location was being completed. The contractor filed a claim per Section 104.09 that was based on Section 109.03 of the 2003 Standard Specifications for Construction. The claim was for idle time and inefficiencies due to the changed condition and working during colder weather. A negotiated settlement was reached to pay for a portion of the claimed amount based on changed conditions from the original project plans. The final cost for this work is based on negotiations per Section 103.04, and force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 14

While performing bridge rehabilitation work, the contractor was directed to perform three additional tasks related to ensuring the structural integrity and safety on the Bascule Bridge. The contractor was directed to re-gap the finger joint, which links the two movable spans of the Bascule Bridge. The finger joint gap was inadvertently narrowed due to other rehabilitation shimming operations. The gap had to be enlarged to allow proper movement of the bridge under summer temperature conditions. The contractor was directed to make repairs to the intricate antique safety fence, which protects the lift pier mechanical areas from trespass. Due to the historical nature of the bridge, the fence had to be repaired and not replaced.

The contractor was also directed to perform several small unique steel decking repairs inside the lift pier locations. These locations had to be repaired to help ensure the long-term integrity of the bridge, as well as the safety of the work place for the bridge tenders. All three of the preceding work operations were classified as extra work that was required with the project to maintain bridge safety for bridge workers and the motoring public. The extra item Budgetary Amount for Various Items of Work (Finger Jt., Safety Fence, Etc.) will establish a budget amount for this extra work. The final extra cost for Budgetary Amount for Various Items of Work (Finger Jt., Safety Fence, Etc.) will be based on force account records, per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and are now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49660.

146. **Extra 2006 - 015**

Control Section/Job Number:	82122-45705	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Wade-Trim Associates, Inc.	
Engineer's Estimate:	\$58,798,591.39	

Description of Project:

4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	4,811,846.95	+ 8.08%
Total of Extras/Adjustments (Approved to Date):	5,169,136.13	+ 8.68%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>499,246.46</u>	<u>+ 0.84%</u>
Revised Total	<u>\$70,060,320.39</u>	+ 17.60%

Offset Information

Total Offsets This Request	(\$118,460.72)	- 0.20%
Net Revised Request	\$380,785.74	+ 0.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.76% over the original budget for an **Authorized to Date Amount** of \$69,561,073.93.

Approval of this extra will place the authorized status of the contract 17.60% or \$10,480,229.54 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-34	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05
2005-86	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005-125	52 r. 1, 93, 96, 97, 102	\$61,218.03	11/01/05
2005-145	100	\$11,579.81	12/06/05

Contract Modification Number(s): 58 r. 1, 105, 106

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 58

Pavt Mrkg, Recessed	180,290.000 Ft @ \$0.68/Ft	\$122,597.20
Pavt Mrkg, Polyurea, 6 inch, White	75,000.000 Ft @ \$0.83/Ft	62,250.00
Pavt Mrkg, Polyurea, 6 inch Yellow	62,000.000 Ft @ \$0.83/Ft	51,460.00
Pavt Mrkg, Wet Retroflective Preformed Tape, 12 inch, White	18,090.000 Ft @ \$4.94/Ft	89,364.60
Pavt Mrkg, Wet Retroflective Preformed Tape, 6 inch, White	239.000 Ft @ \$2.47/Ft	590.33
Pavt Mrkg, Wet Retroflective Preformed Tape, 4 inch, White	27,000.000 Ft @ \$1.63/Ft	44,010.00
Pavt Mrkg, Spray Thermopl, 12 inch, White	5,160.000 Ft @ \$0.69/Ft	3,560.40
Pavt Mrkg, Polyurea, 4 inch, White	710.000 Ft @ \$0.55/Ft	390.50
Pavt Mrkg, Polyurea, 12 inch, White	4,900.000 Ft @ \$1.66/Ft	8,134.00
Pavt Mrkg, Spray Thermopl, 6 inch, White	27,940.000 Ft @ \$0.32/Ft	8,940.80
Pavt Mrkg, Spray Thermopl, 6 inch, Yellow	19,270.000 Ft @ \$0.32/Ft	6,166.40
Total		<u>\$397,464.23</u>

CM 58 Offset Information

Pavt Mrkg, Spray Thermopl, 4 inch, White-247,552.000 (\$49,510.40)	Ft	@	\$0.20/Ft
Pavt Mrkg, Spray Thermopl, 4 inch, Yellow-175,213.000 (35,042.60)	Ft	@	\$0.20/Ft
Pavt Mrkg, Spray Thermopl, 8 inch, White-77,063.000 <u>(33,907.72)</u>	Ft	@	\$0.44/Ft
Total			(\$118,460.72)
Net Revised CM 58 Request			<u>\$279,003.51</u>

CM 105

Force Account Budget: Managing Hydrodemolition Runoff Water, S19-5 <u>\$97,000.00</u>	
Total	<u>\$97,000.00</u>

CM 106

Re-stocking Fee, Biaxial Geogrid	<u>\$4,782.23</u>
Total	<u>\$4,782.23</u>

Grand Total**\$499,246.46**

Total Offsets This Request	(\$118,460.72)
Net Revised Request	<u>\$380,785.74</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 58**

In 2003, the Michigan Legislature required MDOT "to use high-quality pavement marking materials for all state trunkline projects with a design life of ten years or greater." MDOT implemented a change on all respective projects to incorporate the high quality pavement markings. The pavement markings on this project were included with this directive change; they were widened and the type of material for several pavement markings were enhanced as part of the high quality measures. The extra cost for Pavt Mrkg, Recessed; Pavt Mrkg, Polyurea, 6 inch, White; Pavt Mrkg, Polyurea, 6 inch Yellow; Pavt Mrkg, Wet Retroflective Preformed Tape, 12 inch, White; Pavt Mrkg, Wet Retroflective Preformed Tape, 6 inch, White; Pavt Mrkg, Wet Retroflective Preformed Tape, 4 inch, White; Pavt Mrkg, Spray Thermopl, 12 inch, White; Pavt Mrkg, Polyurea, 4 inch, White; Pavt Mrkg, Polyurea, 12 inch, White; Pavt Mrkg, Spray Thermopl, 6 inch, White; and Pavt Mrkg, Spray Thermopl, 6 inch, Yellow was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. All costs were deemed reasonable when compared with MDOT's Average Unit Price Index. The extra costs are partially offset by a \$118,460.72 reduction in the original bid items of Pavt Mrkg, Spray Thermopl, 4 inch, White; Pavt Mrkg, Spray Thermopl, 4 inch, Yellow; and Pavt Mrkg, Spray Thermopl, 8 inch, White.

CM 105

The contractor was directed to manage the wastewater from hydrodemolition activities per a special provision that was approved by the Michigan Department of Environmental Quality. The wastewater needs to be tested, treated and disposed of properly depending on its composition. The extra work item Force Account Budget: Managing Hydrodemolition Runoff Water, S19-5 will establish a budgeted amount for this work. The final cost for this work will be based on force account records, per section 109.07 of the Interim 2003 Standard Specifications for Construction.

CM 106

The project plans and special provisions depict the usage and requirements for biaxial geogrid. The biaxial geogrid was designed to stabilize the open graded drainage course above the bridge struts. The contractor ordered the geogrid per the project requirements; however, during construction operations 85 percent of the work was eliminated because the majority of bridge struts were deeper than anticipated during the design phase. The extra item Re-stocking Fee, Biaxial Geogrid was established to compensate the contractor for re-stocking fees to return the material. The extra cost for this item was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and is based on Sections 109.05 and 109.07 of the Interim 2003 Standard Specifications for Constructions. The cost was deemed reasonable when compared to other re-stocking fees for similar materials.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48223.

OVERRUNS147. **Overrun 2006 - 02**

Control Section/Job Number: 19403-77704 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: C.A. Hull Co., Inc.
8177 Goldie Rd.
Walled Lake, MI 48390

Designed By: MDOT
Engineer's Estimate: \$1,389,386.35

Description of Project:

Barrier rail patch, reseal joints, crack seal, concrete surface sealer, reseal end joints, new expansion joints, substructure patch, reseal west end joint, deck patch, new end headers and slope pavement repair on thirty structures on I-69 from northwest of Lansing to west of the Shiawassee County line in Bath, DeWitt and Watertown Townships, in Clinton County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 2, 2004	
Original Contract Amount:	\$1,174,298.65	
Total of Overruns/Changes (Approved to Date):	117,429.87	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	6,285.75	+ 0.54%
Total of Negative Adjustments (Approved to Date):	-7,826.37	- 0.67%
THIS REQUEST	<u>128,114.70</u>	+ <u>10.91%</u>
Revised Total	<u>\$1,418,302.60</u>	+ 20.78%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.87% over the original budget for an **Authorized to Date Amount** of \$1,290,187.90.

Approval of this overrun will place the authorized status of the contract 20.78% or \$244,003.95 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Patch, Forming	2,095.490 Sft @ \$30.00/Sft	\$62,864.70
Pavt Mrkg, Type R, 4 inch, White, Temp	4,350.000 Ft @ \$15.00/Ft	<u>65,250.00</u>
Total		<u>\$128,114.70</u>

Reason(s) for Overrun(s):

The deterioration of concrete at two of the bridges on this project was greater than anticipated during the design phase. The first bridge involved extensive deterioration of the substructure and the barrier wall railing. The second bridge involved extensive deterioration of only the substructure. These deteriorated areas were required to be rehabilitated, per the project plans and proposal. Patch forming was necessary to replace the concrete in areas of deterioration. The forms were built to allow placement of new concrete and provide support while the concrete cured. This is the reason for the overrun in the original bid item of Patch, Forming.

The quantities for Pavt Mrkg, Type R, 4 inch, White, Temp were underestimated during the design phase. The increase in quantity was required to provide a safe work zone that properly

directed traffic. Additional pavement marking quantities were required for traffic control in the transition and tangent areas during each phase on each bridge that was not closed to traffic.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48820.

148. **Overrun 2006 - 03**

Control Section/Job Number:	59012-76353	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	J & J Contracting, Inc. 980 W. Buchanan Rd. Ithaca, MI 48847	
Designed By:	DLZ Michigan, Inc.	
Engineer's Estimate:	\$223,810.87	
Description of Project:	11.0 miles of permanent freeway signing on US-131 from south of Montcalm/Kent County line to eastbound M-46 (Edgar Road) in Nelson, Pierson and Reynolds Townships, in Kent and Montcalm Counties.	

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	January 26, 2005	
Original Contract Amount:	\$218,610.33	
Total of Overruns/Changes (Approved to Date):	21,861.03	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	22,105.01	+ 10.11%
THIS REQUEST	<u>68,816.44</u>	+ 31.48%
Revised Total	<u>\$331,392.81</u>	+ 51.59%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 20.11% over the original budget for an **Authorized to Date Amount** of \$262,576.37.

Approval of this overrun will place the authorized status of the contract 51.59% or \$112,782.48 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Sign, Type I, Rem	15.000 Ea @ \$150.00/Ea	\$2,250.00
Column, Breakaway, W8 by 18	7.000 Ea @ \$750.00/Ea	5,250.00
Fdn, Breakaway, W8 by 18	9.000 Ea @ \$850.00/Ea	7,650.00
Post, Wood, 6 inch by 8 inch	400.002 Ft @ \$19.00/Ft	7,600.04
Column, Breakaway, W8 by 13	15.000 Ea @ \$650.00/Ea	9,750.00
Fdn, Breakaway, W8 by 13	15.000 Ea @ \$650.00/Ea	9,750.00
Sign, Type IA	1,328.320 Sft @ \$20.00/Sft	<u>26,566.40</u>
Total		<u>\$68,816.44</u>

Reason(s) for Overrun(s):

In an effort to improve mobility for the elderly on Michigan roads, MDOT made a decision to revise the legibility specifications associated with specific freeway signing. On September 2, 2004, the Federal Highway Administration gave interim approval for use of a new font, Clearview, for positive contrast legends (white) on freeway guide signs. This change was implemented statewide after the October 1, 2004, bid letting. All contractors who were previously awarded projects affected by this change were notified of the required changes as it pertained to each contract.

The sign font upgrade affected the proposed signs on this contract. The font upgrade increased quantities to several original work items, as the new font is slightly larger than the previous font. The larger font size increased the sign size and all supporting appurtenances. This was the primary reason for the increase in the original work items of Column, Breakaway, W8 by 18; Fdn, Breakaway, W8 by 18; Post, Wood, 6 inch by 8 inch; Column, Breakaway, W8 by 13; Fdn, Breakaway, W8 by 13; and Sign, Type IA.

A supplemental reason for the increase in original bid items was also due to an aspect of the font enhancement. Several signs were not scheduled to be replaced as part of this project. The Traffic and Safety Support Area requested that these signs also be upgraded (removed and replaced) to the new font in order to provide one sign font in the freeway corridor. This change

improved the safety in the freeway corridor by providing one font for all freeway signs, which is more visible by the traveling public.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 98.49%; State Restricted Trunkline, 1.51%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49329.

149. **Overrun 2006 - 04**

Control Section/Job Number:	80012-79850	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Michigan Paving & Materials Co. P O Box 87248 Canton, MI 48188	
Designed By:	MDOT	
Engineer's Estimate:	\$648,209.63	

Description of Project:

18.00 miles of hot mix asphalt cold milling and resurfacing, selected segments and spot corrections on I-94 from the Indiana state line to west of I-94 BL (Exit 23) and on I-196 from mile marker 9.5 to mile marker 12 in Chikaming, Covert, Lake, Lincoln and New Buffalo Townships, Berrien and Van Buren Counties.

Administrative Board Approval Date:	December 21, 2004	
Contract Date:	January 21, 2005	
Original Contract Amount:	\$703,271.58	
Total of Overruns/Changes (Approved to Date):	70,327.16	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	420.00	+ 0.06%
Total of Negative Adjustments (Approved to Date):	-12,244.50	- 1.74%
THIS REQUEST	<u>24,513.72</u>	+ <u>3.49%</u>
Revised Total	<u>\$786,287.96</u>	+ 11.81%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.32% over the original budget for an **Authorized to Date Amount** of \$761,774.24.

Approval of this overrun will place the authorized status of the contract 11.81% or \$83,016.38 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Mrkg, Type NR, Paint, 4", White, Temp 31,836.000 Ft @ \$0.77/Ft	<u>\$24,513.72</u>
Total	<u>\$24,513.72</u>

Reason(s) for Overrun(s):

The original contract quantity for Pavt Mrkg, Type NR, Paint, 4", White, Temp was inadvertently underestimated during the design phase. The original estimate did not account for the quantities that were necessary to place a solid edge line after each day's paving. The solid edge line is necessary to safely maintain traffic.

The work item Pavt Mrkg, Type NR, Paint, 4", White, Temp is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 90%; Clare County, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49127.

150. **Overrun 2006 - 05**

Control Section/Job Number: 82400-74447 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: Local Agency
Engineer's Estimate: \$1,806,600.00

Description of Project:

Cold milling bituminous surface, bituminous resurfacing, concrete curb and miscellaneous construction on Cloverlawn from Elmhurst to Grand River, on Edsel Ford service drive westbound from Scotten to Devereaux, on Grand from Rosa Parks to Linwood, on Hamilton from Clairmount to Highland Park city limits, on Meyers from McNichols to Seven Mile, on Schoolcraft from Wyoming to Schaefer, and on Wyoming from Davison to Midland in the city of Detroit, Wayne County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 19, 2003	
Original Contract Amount:	\$1,908,300.80	
Total of Overruns/Changes (Approved to Date):	190,830.08	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>184,393.11</u>	+ <u>9.66%</u>
Revised Total	<u>\$2,283,523.99</u>	+ 19.66%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$2,099,130.88.

Approval of this overrun will place the authorized status of the contract 19.66% or \$375,223.19 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Conditioning Existing Pavement	1,523.910 t @ \$121.00/t	<u>\$184,393.11</u>
Total		<u>\$184,393.11</u>

Reason(s) for Overrun(s):

The project involved the removal of the existing asphalt surface on several local roadways. After removal of the asphalt surface, it was discovered that the existing roadway was in worse condition than anticipated during the design phase. The contractor was directed to perform additional rehabilitation work on the deteriorated roadway. This work allowed the proper placement and adherence of the new asphalt material.

The original work item, Conditioning Existing Pavement, is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.19%; City of Detroit, 18.81%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48202, 48208, 48210, 48221, 48227, 48238.

151. Overrun 2006 - 06

Control Section/Job Number:	50022-79771	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Kelcris Corporation PO Box 362 Williamston, MI 48895	
Designed By:	MDOT	
Engineer's Estimate:	\$173,082.39	
Description of Project:	3.83 miles of pavement removal, spall repair, joint repair and full depth pavement repair on M-59 from M-53 to Romeo Plank Road in Clinton Township, Macomb County.	

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	May 5, 2005	
Original Contract Amount:	\$164,163.58	
Total of Overruns/Changes (Approved to Date):	16,416.36	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	17,675.00	+ 10.77%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>148,012.25</u>	+ <u>90.16%</u>
Revised Total	<u>\$346,267.19</u>	+ 110.93%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 20.77% over the original budget for an **Authorized to Date Amount** of \$198,254.94.

Approval of this overrun will place the authorized status of the contract 110.93% or \$182,103.61 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Mrkg, Spray Thermopl, 4 inch; White	15,035.000 Ft @ \$0.35/Ft	\$5,262.25
Pavt Repr, Rem	625.000 Syd @ \$78.40/Syd	\$49,000.00
Pavt Repr, Reinf Conc, 11 ½ inch	625.000 Syd @ \$150.00/Syd	\$93,750.00
Total		<u>\$148,012.25</u>

Reason(s) for Overrun(s):

The pavement marking quantities were underestimated during the design phase. Additional quantities were necessary to complete the planned work.

The project involved concrete pavement repairs to both directions of M-59. Additional concrete pavement repairs were necessary for two primary reasons. The original bid quantities for pavement repairs were underestimated, and the existing pavement was in worse condition than anticipated during the design phase. The total original quantity for the two pay items of Pavt Repr, Rem and Pavt Repr, Reinf Conc, 11 ½ inch were completely used to complete work on the eastbound side of the roadway. The project office pursued additional funding to complete project work on the westbound side of the roadway. The additional funds were obtained and the contractor was directed to continue project work on the westbound side of the roadway per the project proposal.

All three work items are original contract pay items. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its January 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on February 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48357.

152. **Overrun 2006 - 07**

Control Section/Job Number: 69555-58420 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
P.O. Box 477
Goshen, IN 46527

Designed By: Local Agency
Engineer's Estimate: \$512,948.30

Description of Project:

2.67 miles of road resurfacing and subbase correction, including aggregate base, subgrade undercutting, geotextile stabilization, hot mix asphalt pavement and miscellaneous related items of work on Hayes Tower Road from Old Alba Road to West State Road, in Hayes Township, Otsego County.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	June 27, 2005	
Original Contract Amount:	\$464,486.81	
Total of Overruns/Changes (Approved to Date):	46,448.68	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,141.47	+ 1.11%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,554.96</u>	+ <u>4.21%</u>
Revised Total	<u>\$535,631.92</u>	+ 15.32%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.11% over the original budget for an **Authorized to Date Amount** of \$516,076.96.

Approval of this overrun will place the authorized status of the contract 15.32% or \$71,145.11 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Slope Restoration, Modified	8,691.092 Syd @ \$2.25/Syd	<u>\$19,554.96</u>
Total		<u>\$19,554.96</u>

Reason(s) for Overrun(s):

The quantity for slope restoration was inadvertently miscalculated during the design phase. The miscalculation was not discovered until restoration activities were underway. Additional slope restoration quantities were necessary to build the project per the plans and specifications.

The work item, Slope Restoration, Modified is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 77%; State Restricted Trunkline, 13%; Otsego County, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49735.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director